Surface Warfare

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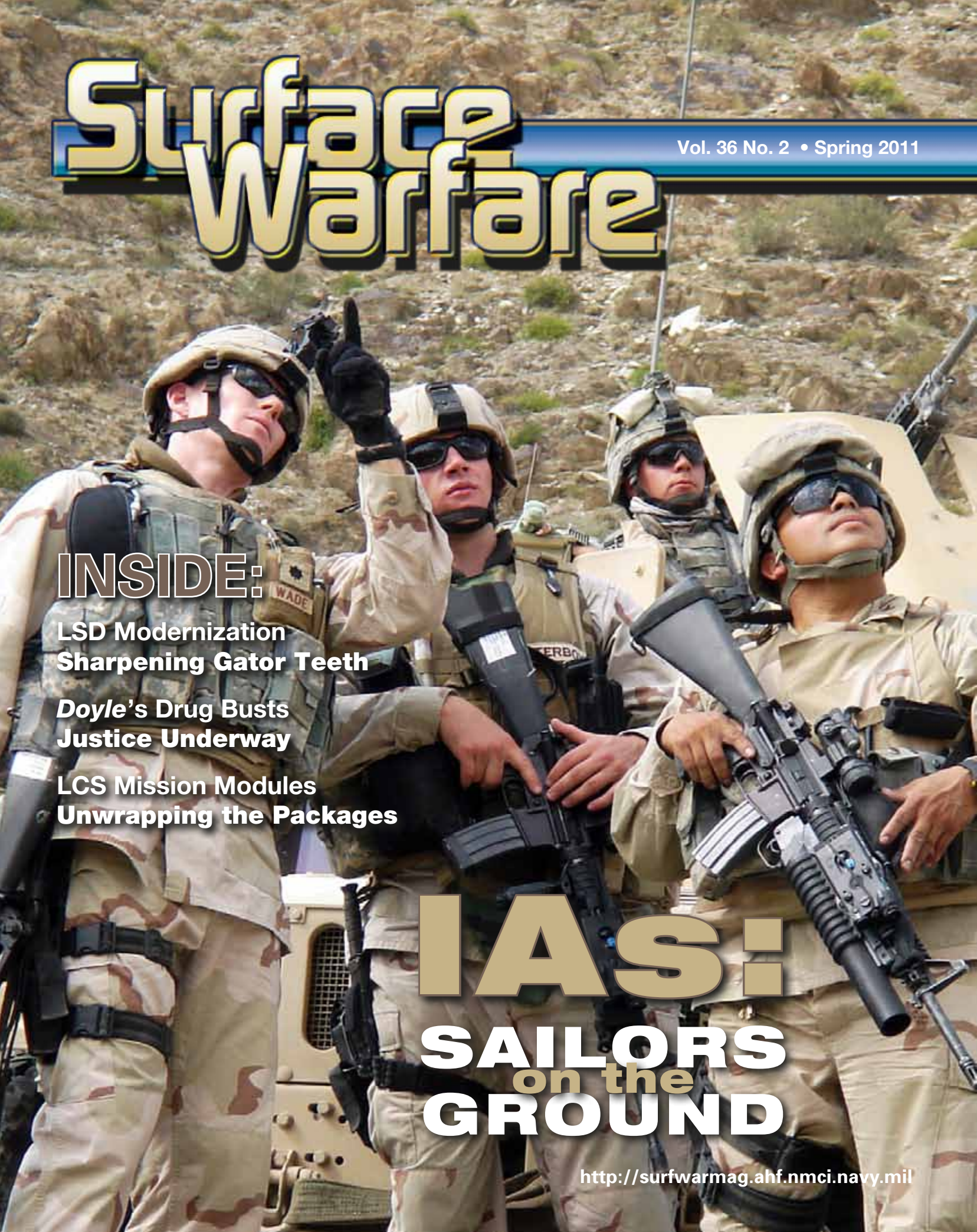

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Sharpening Gator Teeth

***Doyle*'s Drug Busts**
Justice Underway

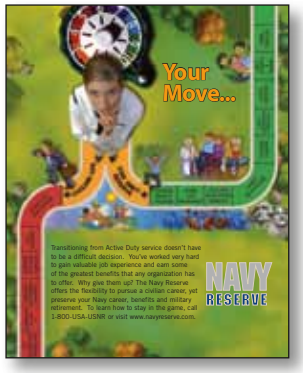
LCS Mission Modules
Unwrapping the Packages

IAs:
SAILORS on the GROUND

http://surfwarmag.ahf.nmci.navy.mil

On the Cover:

Cmdr. John Wade, left, a SWO; HM3 Karl Graham; MM2 David Mellor; and CMC(SCW/FMF) David Umana, look to the sky as Navy F/A-18s and Air Force A-10s provide combat air support during an operation in Afghanistan. These Sailors are some of the thousands who served on Individual Augmentee assignments. See their story on pages 7-19. (*U.S. Navy photo*)



On the Back:

In addition to lifetime benefits, the U.S. Navy Reserve offers Sailors the opportunity to serve their nation while pursuing another career. Check out the website at **http://www.navyreserve.com.**

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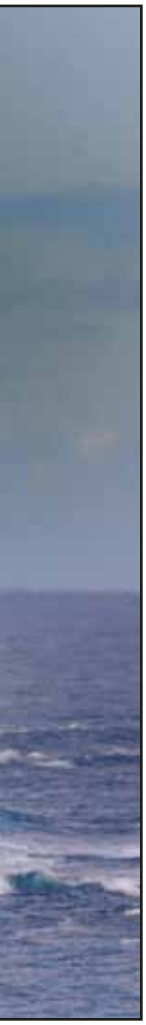

➤ First place winner of Surface Navy Association's annual Capt. Raymond A. Komorowski Photograhy Contest. Ships of the USS ***Ronald Reagan*** (CVN 76) Carrier Strike Group conduct tactical maneuvering exercises en route to San Diego. (*Capt. Robert Lang (Ret.)/USN*)

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FORCE COMMANDER'S CORNER

The Surface Force is the foundation of our Navy. In the past months, the world has witnessed the presence, flexibility, and lethality of the Surface Navy. We are forward; we are there when called upon to conduct combat operations in Libya, or massive humanitarian assistance in Japan. As CNO Adm. Gary Roughead recently noted, "We don't surge, and we don't ride to the sound of the guns. We're there, and when the guns go off, we're ready." Surface Forces lead the way for the Global Force for Good with capabilities that span the range of military operations.

I am extremely proud of our Surface Forces. For three years, together we have made great strides to ensure we are manned, trained, and equipped to prevail in conflict – while ensuring a sustained, high level of readiness.

Together we have gone Back to Basics, stressing the importance of building a culture of professionalism on the deck plates. We believe our commitment to Back to Basics has worked, and we have seen a positive return on investment in the improved performance of our ships.

In 2008, many of us recognized that a "perfect storm" was negatively impacting the readiness of the Surface Force – maintenance funding had been reduced, manpower on ships was cut, and training efficiencies were introduced that in some cases eroded effectiveness. These observations were validated by our "Take a Fix" analysis.

The situation was bigger than anything a single Type Commander could solve. It was under these challenging conditions that we commenced several initiatives leveraging the collaborative power of the Surface Warfare Enterprise (SWE).

Since 2008, we have implemented a comprehensive set of readiness improvements. With the help of the CNO and Fleet Commanders, the SWE has delivered on our responsibilities to support the Surface Force.

- We have put more manpower on our ships.
- We have put more time and resources into training.
- And we have put more money into the readiness and equipping of our ships.

Specific accomplishments include: The reversal of optimal manning reductions, returning 2,200 billets back to ships and more than 800 billets back to the Regional Maintenance Centers; establishment of the Surface Officer Ship Material Readiness Course and Surface Warfare Officer (SWO) Basic Courses; graduation of more than 1,000 division officers from SWO Basic; and the achievement of historic funding levels to support live-fire training and significant advances in synthetic training. We also developed the SWO Pro Book; established a clear, actionable set of Redlines; and improved force-wide retention to continue to lead the Navy in diversity, opportunities, and professionalism.

My wife, Towanda, committed herself to improving family readiness by fostering a peerless Ombudsman network, waterfront support resources for families in need, and support groups for both surface officer and enlisted spouses. A recent addition is a specific resource page designed for our male spouses and dependents called Men Aligned with Navy (M.A.N.). Check it out on the Surface Forces Web site. Our view remains that family readiness equals operational readiness. The tireless work of our surface Ombudsmen makes that equation work.

For 35 years every day has been a blessing, to serve, follow, and lead in the greatest Navy the world has ever known. At the heart of our Navy is the Sailor. Towanda and I have been graced with the fellowship of Surface Warriors and their wonderful families for an entire career. We leave our last active duty assignment invigorated and very happy to have served with such a long list of consummate professionals. We turn over the helm of the Surface Force to the very skilled hands of Vice Adm. Rick Hunt, a shipmate and friend.

Fair winds, following seas, and STAY ALL AHEAD FULL.

D. C. Curtis
Vice Admiral, U.S. Navy
Commander, Naval Surface Forces

Director's Corner

Surface Warriors!

Our Surface Warfare Individual Augmentees (IAs) are doing a spectacular job around the world. Each IA assignment comes with its own unique challenges and rewards, as our professionals provide critical support to Combatant Commanders who are charged with executing vital missions in the Global War on Terrorism. This issue highlights the experiences of Surface Sailors deployed to operations in Iraq, Afghanistan, the Horn of Africa, and other locations. We are pleased to provide our professionals with the well-deserved recognition they have earned. *Bravo Zulu*!

Closer to home, we are very excited about progress in bringing the Littoral Combat Ship (LCS) to the fleet. The acquisition strategy approved by Congress enables us to produce these agile and adaptable ships swiftly and efficiently. Six LCS are presently under contract and two are in the fleet…numbers that will rapidly grow. Twenty-four LCS will be in the fleet by 2019. One of the unique aspects of LCS is use of Mission Packages to deliver warfighting capabilities in Surface Warfare (SUW), Mine Counter-Measures (MCM), and Anti-Submarine Warfare (ASW); capabilities that will expand via incremental upgrades. The use of system modularity and open architecture software in these ships will allow us to continually upgrade operational capability without extensive overhauls. This flexibility will keep ownership costs down while ensuring the ships remain mission-effective throughout their service lives. The article, "Mission Packages: Heart of Littoral Combat Ships," provides an update on the current capabilities and planned evolution of LCS Mission Packages. I encourage you to read it, and then seek out an LCS Sailor to learn even more!

In the last issue of *Surface Warfare*, we discussed the importance of cruiser and destroyer modernization programs in reaching our Navy's goal of at least 313 ships. In this issue, we build on that theme by providing an overview of the LSD mid-life modernization program, which will keep these important ships "fit to fight." LSDs are workhorses of the amphibious fleet. Their record in providing support for operations around the globe is remarkable and they are essential for carrying out our Navy's maritime strategy.

The amphibious operations that LSDs and other expeditionary warfare ships conduct are highlighted in "Dare to be Bold," an article about Exercise *Bold Alligator* 2011. *Bold Alligator* was the largest amphibious exercise conducted in the last ten years. The innovative use of linked tactical trainers and networked fleet planning involving a wide variety of ships and staffs produced high quality training in a core mission area. We will build on that training in the future!

In closing, I express our gratitude to Vice Adm. Curtis for his superb leadership of our community. His dedication to improved readiness, enhanced capabilities, and Sailor quality of life made a tremendous difference throughout the fleet. We wish him and Mrs. Curtis "Godspeed" as they sail into the next chapter of their lives.

Frank Pandolfe
Rear Admiral, U.S. Navy
Director, Surface Warfare

Inside SW

By Lt. Scott Cheney-Peters, Military Editor

This issue of *Surface Warfare* is dedicated to those Sailors who have filled or will be filling Individual Augmentee (IA) assignments around the globe. These assignments can be unexpected, arduous, and place a heavy strain on Sailors and their families. Yet IAs play critical roles in ensuring mission success wherever U.S. interests, citizens, and friends might be at risk. We hope that by sharing the personal stories of some of these Sailor IAs our readers will have a better appreciation for the sacrifices and opportunities of these assignments.

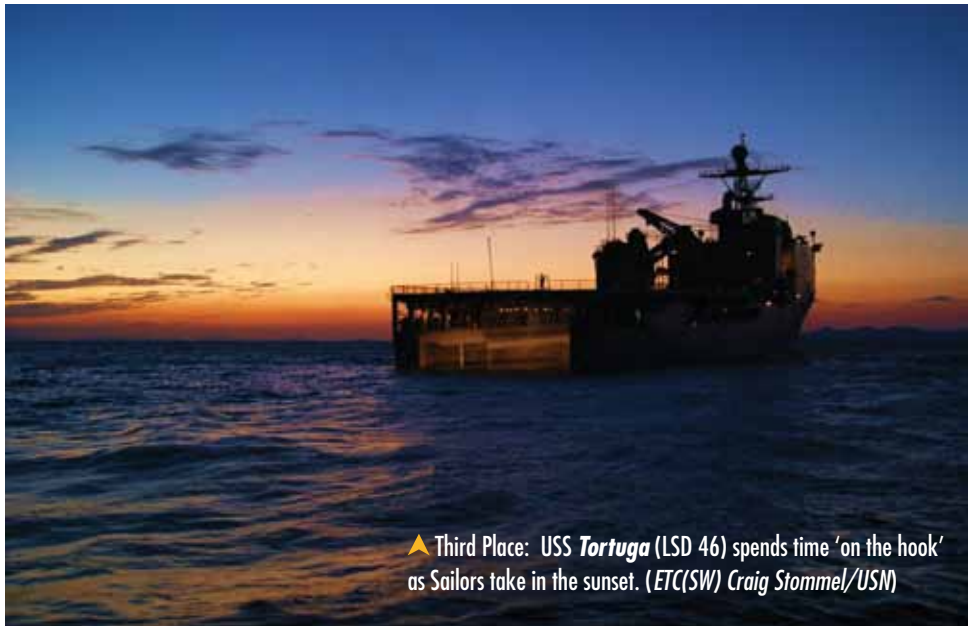
My thanks go out to those who helped make this series of articles possible. In addition to those augmentees willing to take time out of their busy schedules to share their experiences in these pages, there are several others who helped behind the scenes.

I'd particularly like to thank Lt. Cmdr. Kimberly Brubeck, NATO International Security Assistance Force Deputy Public Affairs Officer; Chief Navy Counselor (SW) David Waters, Command Career Counselor on USS ***Ford*** (FFG 54); Lt. Sarah Higgins, U.S. Fleet Forces Media Action Officer; Lt. Cmdr. John Gay, Navy Expeditionary Combat Command Public Affairs Officer; Lt. Steven Chivers, Task Force IA Flag Aide; and Mass Communication Specialist 1st Class John Pearl, who served an IA at the Reserve Component-West Information Office in Herat, Afghanistan. Thank you, as well, to all contributors and coordinators who assisted with this issue.

As you read this issue, you'll notice some changes. Based on the feedback from our online readership survey, we are introducing several new article features and discontinuing others. In our winter issue, we kicked off the "Notice to Mariners" section. To highlight the special role of each rating in our Surface Fleet we've launched the "Choose Your Rate" series with a focus in this issue on the Electrician's Mate community. Finally, "This Sailor's Navy" will give a personal look at the Surface Fleet experience through the eyes of a Sailor.

With our commitment to bringing you the most relevant and engaging stories, more changes in substance and style are on the horizon. As always, we place a high value on your suggestions and feedback. Let us know what you think of these changes, and tell us if there are others you would like to see. For a direct line to our staff, send us an email at **surfwarmag@navy.mil**.

➤ Second Place: USS ***Roosevelt*** (DDG 80) heels to port as she breaks away from USNS ***Arctic*** (T-AOE 8) after a refueling at sea. (*Lt. Adam Borsman/USN*).



▲ Third Place: USS ***Tortuga*** (LSD 46) spends time 'on the hook' as Sailors take in the sunset. (*ETC(SW) Craig Stommel/USN*)

➤ Pictured at right are the 2nd and 3rd place entries in the Surface Navy Association's 2010 Capt. Raymond A. Komorowski Photography Contest.

All Ahead Full

By Vice Adm. D.C. Curtis, Commander, Naval Surface Forces

The Surface Navy is the cornerstone of our Global Force for Good with capabilities that span the range of military operations. Its global reach uniquely equips it to influence events around the world, promote security and stability, and deny opportunities for our adversaries to commit aggression.

In addition to our routine presence and incredible operational accomplishments, in the past three years the Surface Force supported combat missions in Operations *Enduring Freedom*, *Iraqi Freedom*, and *New Dawn*. We were a primary player in the Operation *Odyssey Dawn* Tomahawk cruise missile strikes. We also conducted humanitarian relief operations in Haiti and Japan, anti-piracy operations in the Gulf of Aden, and ballistic missile defense (BMD) patrols.

Assuring warships ready for tasking, now and in the future, is our primary mission. With the collaboration and cooperation of commands throughout the Navy, Surface Forces has met every challenge. The Type Commands, working together with the Surface Warfare Enterprise (SWE), ensured we set and met our readiness requirements every day.

This has not been an easy task. It required setting and focusing on strategic priorities: baselining and fully resourcing maintenance requirements; restoring manning; putting critical modernization efforts on track; and implementing other initiatives for training and sustaining our force. While ensuring the readiness of our Surface Force, we have also made significant strides in developing our future force, most notably by introducing the Littoral Combat Ship (LCS). The course we have set will ensure this legacy into the future.

Vice Adm. D.C. Curtis, Commander, Naval Surface Forces, greets Sailors assigned to USS ***Boone*** (FFG 28) during a tour of the ship. (*MC3(SW) Stuart Phillips/USN*)

The Future Force

The Surface Warfare Vision guides our shipbuilding efforts. A key component of our future fleet is the LCS. A committed team of professionals from multiple organizations worked collaboratively to deploy USS ***Freedom*** (LCS 1) a full year earlier than planned. The LCS class teaches significant lessons concerning enterprise behavior, manning, training, and remote maintenance support, which are being applied to other ship classes.

Other ship classes are poised to make significant contributions in the future. The DDG 51 restart is on track and will support future BMD, Carrier Strike Group, and other combatant commander requirements. LHA replacement will enhance Marine Corps amphibious landing requirements.

New technology continues to hit the fleet. Aegis Ashore is gaining momentum quickly. The Phased Adaptive Approach is already in high gear with USS ***Monterey's*** (CG 61) European Command deployment and the upcoming technology associated with Advanced Capability Build 12.

Taken together, these advances will help our Sailors ensure that the Surface Fleet remains the dominant naval power on the high seas.

Warfighting Readiness

We have put more manpower on our ships, more time and resources into training, and more money into maintaining and equipping our ships. But money and manpower alone do not account for the significant strides made in readiness. We also improved our

processes to make them more effective.

The "Take a Fix" review, conducted in 2008, assisted in directing our efforts and resources. This comprehensive appraisal revealed where we were on course and where financial efficiency measures taken over multiple years negatively impacted our manpower, ships, and ashore maintenance and training commands. As a result, we launched numerous initiatives.

In 2008 we established "Back to Basics." We re-emphasized leadership requirements and reset expectations of accountability for navigation, the Maintenance and Material Management (3M) program, and zone inspections.

Over the past decades, manning was reduced on our ships, ashore and afloat training support was significantly reduced, training processes were modified, and intermediate maintenance activities were disestablished. Through the SWE and results of the Fleet Review Panel, the impacts of these cutbacks were highlighted. As a result, the Navy will restore 2,200 afloat billets in FY 2012. Billets to restore manning to Regional Maintenance Centers and Afloat Training Groups (ATGs) are also in progress.

In addition to manning, another issue for ships has been having the right Sailor with the right training at the right time (NEC Fit). Again, working through the SWE, we identified root causes and recommended courses of action, including working with Navy Personnel Command to reduce training pipeline dead time and align school convenings with the fleet demand signal to increase Sailors' productive time on ships, resulting in a large return on investment.

We have also significantly rejuvenated our training approach. New, refreshed, and reintroduced courses, such as the Surface Warfare Officer Introduction Course and the Surface Officer Ship Material Readiness Course, have been widely lauded. The "T" has been put back in the ATGs, which have increased their ship visits by 300 percent, bringing improvements to 3M and end-of-training-cycle assessments. ATG is now beginning to focus on watchstander and operator functions.

Key to our 313-ship Navy of the future is ensuring that our ships meet expected service life. Many initiatives are underway to achieve this in the most cost-effective way possible. Surface Team One, which includes maintenance leaders from all the key organizations, is leading many of these efforts.

One effort, the Surface Maintenance Engineering Planning and Procurement (SURFMEPP) activity, focuses on scheduling mid-life availabilities and the right modernization programs by developing and executing technical foundation papers, long-range maintenance schedules, ship sheets, and baseline availability work packages. Total Ship Readiness Assessments and other third party assessment procedures have been established to sustain readiness standards. We have also implemented corrosion-control initiatives to ensure corrosion-control standards are ingrained in our Surface Warfare culture.

Everything we do to support Surface Force readiness considers cost. As a result, we have developed a reduced Total Ownership Cost (rTOC) strategic plan and have already seen significant a return on investment for several programs within NAVSEA and NAVSUP. We have streamlined maintenance scheduling, reallocated critical spare parts to position high-use parts closer to the warfighter, and redistributed excess and sponsor-owned material to fill valid open requirements. These efforts have enabled us to fill maintenance requirements faster while saving millions of dollars that can be reallocated.

We have implemented requisition process improvements and controls which will reduce rejections and cancellations, thereby reducing rework for our Sailors. An analysis of the casualty report (CASREP) process is, for the first time, mapping the end-to-end support construct for the most critical of maintenance requirements. This effort is removing barriers in logistics support, prioritization, technical support, and technical assistance, while improving process ownership, data integrity, and transparency.

Develop our Sailors

We continually look for ways to improve the quality of life for the Sailors and civilians who serve our Surface Force so faithfully. Our Ombudsman program has grown and is recognized as leading the pack across all branches of the military.

Our Reserve Force has played a critical role in supporting Surface Force readiness and must be totally integrated to all of our planning. For example, we are already using our Reserve Aegis Fire Controlmen to augment BMD ships, and the future Aegis Ashore deployment tasking will have a Reserve component. Reservists will also play a critical and integral role as LCS continues to come on line.

Our Surface Navy remains the best in the world and our people remain our most precious resource. Quite simply, the success of our Surface Force depends on the collaborative efforts of our best and brightest. From the deckplates to the wardroom, to the meeting rooms where our working groups and governance boards gather, you are making a difference for our fleet, our Navy, and most of all, our Nation.

Individual Augmentee Assignment Options: YEAR NINE

By Cullen James, Navy Personnel Command Public Affairs

Since the beginning of the Global War on Terrorism (GWOT) in 2001, Sailors have filled Individual Augmentee (IA) assignments, making a critical contribution to our nation's ongoing war efforts.

When the program debuted in 2002, IAs were "rip-to-fill" positions where Sailors were chosen with little predictability or advance notice. In 2007, Navy created GWOT Support Assignments (GSAs) transitioning many IA requirements into the regular detailing process. This process was further modified in 2010 through the creation of Overseas Contingency Operation (OCO) Support Assignments (OSAs) for enlisted personnel, while traditional voluntary and involuntary IAs took the new form of IA Manpower Management (IAMM) assignments.

The numbers speak for themselves. According to Cmdr. Brian Gutshall, augmentation division branch head, Navy Personnel Command (NPC), there were 7,384 IA assignments in 2010. Of those, 1,718 were GSAs, 49 were OSAs, and 5,617 were traditional IAs and IAMMs. Additionally, orders were issued for 6,796 Reserve Component mobilization (RC MOB) assignments for calendar year 2010.

During 2010, U.S. Fleet Forces Command (USFF) and NPC reviewed the GSA program for fleet concerns and feedback from IA Sailors and their families. Based on the results, Navy implemented OSAs, first announced in NAVADMIN 171/10. The program preserves the best elements of GSAs, addresses fleet and command concerns, and provides a clearly defined support structure for IA Sailors and their families.

NAVADMINs 332/10, 333/10, and 334/10 established new business rules for IAMMs, GSAs, and OSAs. The GSA detailing process continues for officers, but has been replaced by the OSA for enlisted Sailors. Much like GSAs, the OSA program emphasizes career choice, volunteerism, and predictability. It also improves fleet readiness while enhancing IA Sailor and family support. The main difference between GSAs, OSAs, and IAMMs is that commands are asked to provide a Sailor for an IAMM assignment from their current tour, while Sailors ask their detailers about GSAs and OSAs for scheduling after their tour is complete.

According to Lt. Cmdr. Chris Shipe, GSA section branch head at NPC, the OSA program minimizes complexity by reducing the detailing process to a single set of orders and procedures for all volunteering enlisted IA Sailors.

"Interested Sailors will receive real-time information on which OSA billets are available and which billets fit the member's rate, rank, clearance, and skill set," Shipe said. Additionally, OSAs allow families to remain with the Sailor's current command during the assignment, providing stable support and care. Lastly, OSAs allow Sailors to return to peers and familiar surroundings following their assignments.

The OSA program has also leveled entitlements between IAMM and voluntary OSAs. Sailors in both programs now receive the same benefits and pay entitlements during training and while in theater.

"New OSA business rules exempt most Sailors from involuntary IAMM assignments for the first three years during their follow-on tour," Shipe explained. "They also get post-OSA choice-of-coast detailing in real time via their rating detailer."

All types of augmentation tours are career-enhancing for advancement and recognition. According to Lt. Sarah Higgins, USFF public affairs, incentives include advancement exam options, campaign and service awards, projected rotation date extensions if coming from shore duty, an OCO Navy enlisted code or advanced qualification designator for officers, concurrent evaluations and fitness reports, and increased advancement rates.

Augmentation deployments can also bring increased financial compensation. For example, if an IA Sailor deploys to U.S. Central Command (CENTCOM), they will receive hazardous duty and hostile fire pay, can contribute to tax-exempt savings programs, and are eligible to collect their pay tax-free.

In short, IAMMs, GSAs, and OSAs are providing critical options, for the Navy and the nation, and our Sailors and their families.

To read the messages or for more information, visit Navy Personnel Command's website at www.npc.navy.mil or U.S. Fleet Forces Command's Navy IA website at www.ia.navy.mil.

NAVY IA VOLUNTEERING

Individual Augmentee Manpower Management (IAMMs) – Active (Officer and Enlisted):

➤ Route a special request chit through your chain of command.

➤ Give a copy of your approved special request chit to your command IA coordinator (CIAC). Your CIAC will work with your Type Commander (TYCOM) to match your skill set to any request for forces IA orders that come into your command.

➤ You will remain in volunteer status until you reach your prospective rotation date (PRD) window, at which time you will need to request your volunteer status be ended. At this point you will be eligible to negotiate with your detailer for Global War on Terrorism Support Assignments (GSAs), Overseas Contingency Operations Support Assignments (OSAs), or Permanent Change of Station (PCS) orders. In addition:

- Sailors must be E-3 or above at the time of administrative screening to be eligible for an IA.
- Sailors must have an end of active obligated service (EAOS) at least 90 days beyond the estimated return from the IA assignment.
- Sailors determined to be high-year tenure may volunteer for IA orders, provided that a minimum of four months transition remains between their return and mandatory separation date.
- Sailors who have submitted and been approved for retirement may volunteer for IA orders, provided that a minimum of five months for transition remains between their return and retirement dates.
- Retirement and resignation requests submitted after verbal notification of an IA assignment will not normally be accepted.

Overseas Contingency Operations Support Assignments (OSAs) – Active (Enlisted):

➤ Update your e-mail and phone contact information in Career Management System Interactive Detailing (CMS/ID) (**http://www.npc.navy.mil/Enlisted/CMS/**)

➤ Select the "OSA Preference" option in the Special Programs section of your Duty Preference Page in CMS/ID nine to 12 months **before** your PRD and **before** negotiating with your rating detailer.

➤ You will be contacted by the Bureau of Naval Personnel (PERS) OSA detailing cell who will work with you to find an OSA billet for which you are a good fit. If a billet is not agreed upon, or none is available, you will commence normal rating detailer negotiations and CMS/ID applications once in your nine-month PRD window.

➤ OSA nominations are submitted to U.S. Fleet Forces Command for final selection.

➤ In general, unless your Expiration of Active Obligated Service (EAOS)/Soft EAOS is at least 15 months beyond your current PRD month (for 12-month assignments), you will need Perform to Serve (PTS) approval to establish eligibility for an OSA assignment.

- Sailors on OSA assignments will be on temporary additional duty (TEMADD) from the existing parent command, which will maintain the traditional command relationship for Sailor and family support.
- Sailors electing and accepted for an OSA will be administratively extended at their present duty station. This will cover the period of the IA assignment plus an additional 60 days for rest, relaxation, and to prepare for their next PCS move.
- Standard procedures remain in effect to requisition a relief for the OSA Sailor at their original PRD. Although the Sailor remains assigned to the parent command, procedures are in place to count the Sailor as deployed on OSA orders, vice onboard filling a billet.

Global War on Terrorism Support Assignments (GSAs) – Active (Officers):

➤ Contact your detailer.

Reserve Component Mobilizations (RC MOBs) – Reserve Component (Enlisted and Officers):

➤ Route a special request chit through your chain of command.

➤ Once approved, take the chit to your administration department and ask them to change your mobilization assignment status (MAS) code to VOL (volunteer). This indicates that you are ready to deploy immediately for any assignment in the system worldwide.

IN THE ARMY NOW

By Lt. Scott Cheney-Peters, *Surface Warfare*

Staff Sgt. David Garland, an Army drill instructor at NIACT, guides Sailors through convoy training. (*MC1(AW) Jason Brunson/USN*)

Whether their destination is the streets of Baghdad, the commands of Tampa, Fla., or the mountains of Afghanistan, every Sailor who embarks on an Individual Augmentee (IA) assignment must complete an intensive preparation process. This training is designed to prepare the Sailor to handle a "boots-on-the-ground" augmentation deployment surrounded by a mix of services and nationalities. Not only do the Sailors get a chance to hone skills they will need in the field, but they also get a crash course in a different service culture.

The process begins the same way for every Sailor, with their command IA coordinator (CIAC). CIACs play a critical role in guiding Sailors through what can be a complicated and confusing process, explaining orders and expeditionary screening checklists – the playbooks for a successful deployment. With the CIACs' help, these checklists lead Sailors through medical and administrative paperwork and physical screenings.

A large part of the preparation process involves online training courses found on Navy's eLearning site (see sidebar). The training covers topics ranging from annual Navy Knowledge Online (NKO) requirements to weapon familiarization, the U.S. Army, and foreign cultures.

Sailors begin their transformation at one of four Navy mobilization and processing sites (NMPS): Gulfport, Miss.; Port Hueneme, Calif.; San Diego; or Norfolk. Expected to arrive with little more than their paperwork, clean working uniforms, and a government travel card, Sailors will leave their NMPS with a sea bag and 32 pounds of issued gear. All Sailors are assigned quarters, and neither family nor guests are authorized during the one-week stay.

While not everyone completes all the prerequisites before arriving at their NMPS, Lt. Chet Frith, serving on a Global War on Terrorism (GWOT) Support Assignment (GSA) as a Naval Forces Central Command (NAVCENT) operations officer in Baghdad, Iraq, recommends doing so. "The more medical and admin completed prior to going to NMPS, the easier it will be and the more free time you will have," he said. Otherwise, "[the process] will be extremely busy."

Sailors who complete their paperwork early might want to consider renting a car and using their downtime to sightsee before beginning the rigorous process of mobilizing, Lt. Frith advised.

The week at NMPS highlighted "what we were about to do and face; expectations and realities," said Lt.

Susan Mogck, currently serving a GSA in Iraq. "The real training, though, started when we got to Camp McCrady in Fort Jackson, S.C."

Back to Basics

Following NMPS, training pipelines diverge. Depending on the individual mission, Sailors either head to extended technical training or to a three-week program of basic combat skills for "boots-on-the-ground" tours called Navy IA Combat Training (NIACT). The Navy sponsors the follow-on training, but for logistical reasons and to expose Sailors to Army culture, training takes place at one of 38 Army training sites nationwide. The majority of Sailors head to Camp McCrady, Fort Jackson, S.C., home of the NIACT course.

Fort Jackson is sprawling by Navy standards. It covers more than 52,000 acres, contains more than 100 ranges and field training sites, and has 1,160 buildings. "It is a massive training base," said Lt. Frith. The trip from Camp McCrady to the main post in Fort Jackson takes Sailors 25 minutes on the government shuttle bus.

▲ Sailors assigned to Navy Provisional Detainee Battalion 6 conduct a training exercise at a simulated detainee holding area. (*MCC(SW/AW) Eric Harrison/USN*)

Training takes place every day of the week, although some get liberty "early afternoon Saturday until 2200 Sunday evening," said Lt. Patrick Shouvlin, on GSA orders in Iraq. "Training ended around 1900 most days, and we were free to leave the training center or do whatever we wanted until 2200." Alcohol is prohibited, however. Chores such as cleaning quarters, taking out the trash, and weapons watches must be accomplished after training. Not surprisingly, many at Camp McCrady choose to get an early start on rest. "I was going to bed by about 2130 most nights to prepare for the 0415 alarm clock sound," said Lt. Mogck.

Training at NIACT is designed to familiarize Sailors with their "go-to-war" weapons and prepare them for survival in basic combat scenarios. Instruction begins with briefs on topics such as the Uniform Code of Military Justice, Army values, first aid,

▼ HM2 Douglas Knapp tosses a training grenade during his month-long pre-deployment preparations. (*MC2 Walter Wayman/USN*)

and Army terminology, before moving into the field.

For the three weeks they are at NIACT, classes train together as a whole, whether there are a few dozen or a few hundred people. "[The instructors] treated us like we were E-1s right out of BMT [Basic Military Training]. The first thing they said to the class, which included several O-6s, was that there was no rank structure except that they were in charge," said Command Master Chief (SW) Teri McIntyre, also serving on a GSA in Iraq. "Since it is a no-salute environment and because everyone is learning this stuff for the first time, it truly engenders a team spirit and sense of togetherness," said Lt. Mogck.

The instructors are a mix of active and reserve Army drill instructors that have recently been on combat tours of duty, augmented by retired Army and civilian staff to help with the briefings. "I honestly cannot say enough good things about these guys…this mission had to be a challenging one for them – teaching Navy people how to 'be Army' would be quite the task for anyone," said Lt. Mogck. "Regardless, they carried out the SOE [schedule of events] with enthusiasm and finesse, imbuing each event with a sense of purpose, legitimacy, safety, and even fun!"

Once in the field, Sailors learn how to assemble and don their body armor, or "battle rattle." This gear is required to be worn on the ranges, and "at the end of the day most people [are] pretty worn out from it," said Lt. Shouvlin. Much of the time at NIACT is spent at the ranges, qualifying with the 9mm pistol and M-16 rifle, and learning how to care for the weapons.

Lt. Shouvlin considered it time well spent. "I am not a big gun person and most of my time on ships was spent in engineering billets – no Visit, Board, Search, and Seizure team or anything like that. Maybe a few [familiarization] fires off the fantail but that's it," he said.

Master Chief Petty Officer of the Navy (MCPON) Rick West speaks with Sailors during their training at NIACT. (*MC1(EXW) Jennifer Villalovos/USN*)

Sailors participate in medical training during the NIACT course. (*MC1(AW) Jason Brunson/USN*)

"After the training I was very confident and comfortable handling and firing the weapons due to all of the range time and practice given."

Some of those who have completed the course say patience is required when not actively involved in the training. "Getting the large number of people through the training was a big task, so there was some down time on the ranges waiting for your turn," Lt Shouvlin said. "If a certain training area [was] available, we utilized it and conducted [the associated] training," said Lt. Frith. "Keep in mind the base is also used by Army recruits and other training commands…flexibility is key."

By the end of the three weeks, some experiences proved more enjoyable than others. "I really enjoyed the land navigation and 'kicking in doors' exercises and hated everything that required me to wear my [body armor]," said CMDCM McIntyre.

For Lt. Shouvlin, "The best part of the training was driving the Humvees and going on simulated convoys where we would apply everything we learned. During the convoy we were attacked by improvised explosive devices (IEDs) and had to engage with the locals, simulated by drill and civilian instructors." Lt. Mogck also enjoyed practicing land navigation and learning to exit a flipped Humvee.

Despite the change from sea life, many people enjoy their time at NIACT. "The days were long, the mornings early, and the food questionable, but it was a wonderful three weeks," said Lt. Mogck. While many echoed her sentiments, for others NIACT reminded them of what they would be missing during their subsequent assignment. "Army business rules are very different from the Navy's," said CMDCM McIntyre. "After my 17 days of being in the Army, I was ready to go back to sea!"

Fort Elsewhere

Scenes similar to those at Camp McCrady occur around the country. For example, Sailors assigned to joint billets may receive billet-specific training at Fort Dix, N.J. Fort Bliss, Tx. is home to most detainee operations training. Provincial Reconstruction Team (PRT) medical team members train at Fort Sam Houston, Texas, while PRT vehicle drivers and maintainers attend the Red River Army Depot mine-resistant ambush-protected (MRAP) vehicle university near Texarkana, Texas. PRT units then meet in Indiana to complete unit-level training at Camp Atterbury.

Mass Communication Specialist (MC) 1st Class Eric Dehm spent a month at Fort Dix with Sailors and Coast Guardsmen before reporting to Mazar-e Sharif, Afghanistan, on a Reserve Component mobilization (RC MOB). While at Fort Dix, his favorite experience was the combat lifesaver (CLS) course, part of his extended training pipeline. "I've received some great firearms training during my 12-and-a-half years in the Navy," said MC1 Dehm, "but when your instructor is a combat veteran who happens to be an Army sniper, you listen just a little more closely to the advice."

MC1 Dehm shared what he learned during the course, saying, "The two most important things in a combat situation are the ability to put accurate fire on a target and the ability to take care of any casualties. The CLS course certainly taught us how to do the latter: recognizing wounds, treating them, getting the casualties evacuated. It was a class that was fun, interesting, and intense all at once."

Like the standard NIACT course, CLS has a final practical scenario. "In our final CLS exercise we put everything to use on some very realistic simulated casualties. We fixed

▲ AC2(AW) David Shoemaker enjoys his first Meal-Ready-to-Eat (MRE) while attending NIACT in Fort Jackson, S.C. (*MC1(AW) Jason Brunson/USN*)

▲ IT2 Donald Acker, a Navy Individual Augmentee, calls home from Fort Jackson to say good-bye to his wife before leaving the U.S. on deployment. (*MC1(AW) Jason Brunson/USN*)

them, we moved them, we got them out of there," said MC1 Dehm. "It was a cold, rainy day, but no one was complaining, no one was miserable, and everyone seemed to feel a real sense of accomplishment afterward."

Sailors on RC MOB orders heading for combat advisor duty have a different training pipeline. The Sailors' mission deals with helping the Afghan National Security Forces to establish and sustain their country's logistical infrastructure. Hospital Corpsman (HM) 2nd Class Dirk Patin, serving in Herat, Afghanistan, is one such Sailor. For HM2 Patin, pre-deployment training involved an eight-week stay at Tigerland, Fort Polk, La., where the mix included Army and Air Force trainees. The instruction at Tigerland included small arms, mounted combat weapons, language training, driver training, foreign weapon familiarization, communications, combat patrol, and the CLS course.

Regardless of their training location in the U.S., those heading to Central Command make Camp Virginia, Kuwait their next stop. The stopover varies from four to six days, and is focused on in-processing, allowing the new arrivals to acclimatize to the time difference and weather, and, of course, briefings. Sailors may get additional training such as learning how to egress from a MRAP vehicle during a rollover. Others enjoy the chance to grab some American fast food.

At this point, the training is over. Depending on the pipeline, training has lasted between one and seven months while fine-tuning the skills the Sailors will need to accomplish their mission. Yet when the Sailors arrive at their ultimate destination, they find that the journey has just begun.

IA Resources

NKO: https://wwwa.nko.navy.mil
Access IA courses by logging into the Navy eLearning tab through NKO. From the Navy eLearning Homepage scroll down to the Mandatory Training box for a link labeled "FOR ALL INDIVIDUAL AUGMENTEES."

- Also on NKO is the Noble Eagle (NE) Number Billet Chart. This handy guide provides basic information about your job based on the NE number listed in your orders and is found in the IA section. A link to this section is in the middle of NKO's main page.

IA Help Desk: ecrc.hq.fct@navy.mil
E-mail the IA Help Desk if you need answers to questions not covered in your orders. Always read your orders first. Many of the questions you may have are quickly answered by reading them. Your orders include mandatory requirements and valuable direct point of contact information.

Expeditionary Combat Readiness Center (ECRC) Web Site: http://www.ecrc.navy.mil
As the immediate superior-in-command (ISIC) during your training phase, ECRC provides a good deployment and training overview. The site also lists valuable information about the various Army facilities to which you might be sent for training.

Navy IA Web Site: http://www.ia.navy.mil
This easy-to-use USFF site provides a comprehensive overview of the mobilization process for all active and reserve Sailors. Information here is easy to find and resources are available for everyone from family members to civilian employers.

Navy IA iPhone/Android Apps:
Navy IA iPhone/iPod Touch/Android apps allow Sailors to take the entire content of the Navy IA Web site on deployment without needing an internet connection.

- The iPhone/iPod Touch app requires Apple's iTunes software on your computer and iPhone OS 3.0 or later. It can be accessed via the "mobile apps" link on the Navy IA website.
- The Android app can be found by searching for "Navy IA" in the Android Market.

Returning Warrior Workshops: http://www.public.navy.mil/ia/Documents/rww_dates.pdf
These events are designed to help returning Sailors reconnect with a loved one. Those who have recently returned from an RC MOB, IA, GSA, or OSA are invited to attend with a guest of their choice (e.g., spouse, significant other, relative). All lodging, meals, and other expenses are covered at the workshops, held at four-star hotels in geographic locations around the country.

For more resources, visit **http://www.ia.navy.mil** and click on the "Links/Resources" link.

WHEN DUTY CALLS

By Lt. Scott Cheney-Peters, *Surface Warfare*

Since the inception of the Individual Augmentee (IA) program in 2002, more than 80,000 Sailors have served on some form of augmentation. Lt. Sarah Higgins, U.S. Fleet Forces public affairs, stated that at any one time approximately 10,000 Sailors are on augmentation orders. Cullen James, Navy Personnel Command public affairs, explains that the Navy's biggest augmentation missions are in Iraq, Kuwait, Afghanistan, Djibouti, Cuba, Germany, and Central Command (CENTCOM) HQ in Tampa Bay, Fla.

No two augmentation missions are the same. Sailors end up in different locations for different reasons. Two things they do share, however, are a devotion to the job at hand, and the knowledge that their individual contributions directly affect the nation's on-going war efforts.

Lt. Pat Shouvlin was serving on board USS ***Essex*** (LHD 2) when he heard his voluntary Global War on Terrorism (GWOT) Support Assignment (GSA) tour to Iraq had been approved. Lt. Susan Mogck volunteered for the GSA after a tour as amphibious group scheduler with Expeditionary Strike Group Three. Command Master Chief (CMDCM) (SW) Teri McIntyre was serving as the Command Master Chief of USS ***Paul Hamilton*** (DDG 60) when she volunteered for her GSA. Chief Hospital Corpsman (HMC) Karen Tracey was a Reservist working as an information technology analyst in Jacksonville, Fla., when she was approved for an Afghanistan Reserve Component mobilization (RC MOB). Mass Communications Specialist (MC) 1st Class Eric Dehm was approached by his command on board USS ***Frank Cable*** (AS 40) about deploying to Afghanistan on an IA assignment. These are their stories.

Camp Victory

Lt. Shouvlin spends his days at the U.S. Forces-Iraq (USF-I) Joint Operations Center (JOC), Camp Victory, Baghdad. The JOC, which Lt. Shouvlin calls "the nerve center for the day-to-day operations in Iraq," is located inside Al-Faw Palace, a lakeside complex formerly used by Saddam Hussein as a hunting and recreation retreat. As the request for information and action manager during the day, Lt. Shouvlin is the primary point of contact for all USF-I units. "A unit may need amplifying information on an upcoming mission, a doctor for a certain part of the country, or more support from another USF-I entity to get the job done," he says. "They depend on me to process their request, get the ball rolling, and make sure it's done on time."

▲ CS2 Pete Kowall provides security during a mission in Paktika Province, Afghanistan. CS2 Kowall is a supply technician for Provincial Reconstruction Team Paktika and serves as a gunner while on missions outside the base. (*Master Sgt. Demetrius Lester/USAF*)

Life as a Surface Warfare Officer (SWO) has made Lt. Shouvlin flexible. Serving his GSA required some big adjustments, however. "Being out here is like night and day compared to shipboard life," he says. "It was strange at first being landlocked in a desert and living in a trailer, but I quickly got used to it," Lt. Shouvlin says that the hardest part of the IA assignment is being separated from loved ones, particularly his fiancé. On the positive side, he will always remember when actor/comedian Robin Williams at a Camp Victory show shouted, "Goooooood Evening, Iraq!" harkening to his 1987 movie, "Good Morning, Vietnam." "It made my week!" exclaims Lt. Shouvlin.

Lt. Susan Mogck also works inside the Al-Faw Palace, as flag aide for Rear Adm. Kevin Kovacich, deputy director of operations, USF-I. She compares it to a flag aide job anywhere and says, "The first priority is always the boss; my schedule is not really my own."

Her time in Iraq has not been without its exciting moments. "I arrived here in Iraq on 22 December," says Lt. Mogck. "On Christmas at about 9 pm, I was video-'Skyping' [Skype is a Voice over Internet Protocol (VoIP) that allows Sailors to cheaply place calls] with my family and we

took some indirect fire about 200 feet behind my container housing unit. It sounded like a bomb went off. The alarms kicked in immediately, and I heard shouting and running. I yelled to my parents that I had to go, but I didn't know whether to get under my bed or run for a bunker. I ended up spending 45 minutes that Christmas in a bunker with about 20 others…not the Christmas that I had imagined."

Elsewhere at Camp Victory, U.S. Naval Forces CENTCOM (NAVCENT) Forward – Iraq CMDCM Teri McIntyre is working to make sure the other Sailors deployed to Iraq have only their mission to worry about. "Our mission is Sailors," says Master Chief McIntyre. "As long as every individual Sailor's needs are supported, from pay to career planning to redeployment, we have accomplished our mission."

Master Chief McIntyre's decision to volunteer for GSA duty was driven in part by her leadership responsibilities. "For so long I was sending Sailors on IAs without experiencing one myself. I didn't think I could talk intelligently about the process until I did a tour," she says.

When she's not in her office at Camp Victory, Master Chief McIntyre is in the field, checking on her Sailors. "In the first two and-a-half months of being in Iraq, I had the opportunity to travel extensively," says Master Chief McIntyre. "This is the most rewarding part of the job – visiting Sailors and bringing a little Navy to their sand-box. Ninety percent of our IA Sailors are embedded with the Army. When I talk to the Army chain of commands, they can't say enough good things about what our Sailors are doing for the mission. I am proud just to stand next to them."

Embeds

In the Hari River Valley in western Afghanistan, a medical Embedded

▼ Provincial Reconstruction Team Khost Executive Officer, Lt. Rob Holt, an IA from Hawaii, surveys security set by an Arizona National Guard platoon in Afghanistan. (*Ensign Christopher Weis/USN*)

▲ HM3 Raul Silva, assigned to Police Advisor Team One of Headquarters and Service Company, 3rd Battalion, 5th Marine Regiment, interacts with Afghan children during a security patrol with Civil Affairs Group and Afghan Uniformed Police. (*Lance Cpl. Jorge Ortiz/USMC*)

➤ A Sailor assigned to 2nd Platoon, India Company, 3rd Battalion, 6th Marine Regiment, Regimental Combat Team Seven, takes cover during a firefight in Marjah, Afghanistan. (*Cpl. Michael Ayotte/USMC*)

Training Team (ETT) is working with their Afghan counterparts to improve the standards of the health care system. Herat is home to the Camp Zafar Afghan National Army (ANA) Regional Hospital. It is there that HMC Tracey works as the ETT lab tech mentor.

The grandmother of four says she spends her mornings listening to questions from ANA lab technicians, "providing feedback, observing their daily routine, and making suggestions on alternate ways" of accomplishing tasks.

This isn't the first time HMC Tracey has been mobilized. In January 1991, Operation Desert Storm resulted in critical vacancies at Naval Hospital Jacksonville, Fla., when active duty Sailors were sent forward to the Gulf. HMC Tracey was ordered to Cecil Field Branch Medical Clinic in Jacksonville for a six-month assignment.

This time, she is experiencing first-hand the unique life of a "boots-on-the-ground" deployment. For example, her duties involve obtaining Dari translations of the test procedures and lab equipment documentation. Sometimes the most important task for HMC Tracey is holding herself back. "By making sure I am not doing the work but teaching and training my Afghan lab counterparts, they can continue to be successful once my mission is complete," she says.

Another team member, Lt. Cmdr. Daniel Landry, says he works as the ETT patient administration mentor, trying to empower his ANA counterpart. Lt. Cmdr. Landry's goal is for his counterpart to "make changes in his department to encourage communications with other ANA hospitals and improve contractor relations, and to make recommendations up the chain of command."

"When I arrive at the hospital with my interpreter each morning, I meet my Afghan counterpart and we discuss the training that we want to accomplish for the day," says Lt. Cmdr. Landry. "The training often pertains to whatever task or problem he is dealing with at that time to make it relevant for him. This often has to squeeze into his already busy duties of meetings, and registering and documenting patients."

Further north, MC1 Dehm is the leading petty officer of the International Security Assistance Force (ISAF) Regional Command-North public affairs office in Mazar-e Sharif. The former ***Frank Cable*** and USS ***Saipan*** (LHA 2) Sailor helps run the office of five Americans, four Germans, and a Bosnian. "RC-North has a very international flavor as it is run by the German Army and has 17 nations working together within the

▲ Lt. Patrick Shouvlin stands atop the Victory over America Palace with Baghdad in the background. (*Lt. Joe Martin/USN*)

area. It's a very interesting place," he says.

The public affairs office is tasked with highlighting efforts of the ISAF mission by taking photos, writing stories, and shooting videos. "Our job is to tell the story of what is happening in RC-North," says MC1 Dehm. "There are some fantastic people doing fantastic things. I'm honored to give them some of the recognition they deserve. The only thing each day of work has in common is that it usually begins around the same time. I may be flying on a *Black Hawk* to take photos… or heading out in a convoy to get a story from an outpost. Every day has the possibility of being very interesting and exciting."

For example, MC1 Dehm tells of a visit by German Chancellor Angela Merkel to his base. "After meeting with the troops she moved to a quieter room to do an interview with a German TV station," he explains. "While the camera crew was breaking down, she walked up to me and began what turned into a nice five-minute conversation between me and one of the leaders of the free world. I think it's safe to say that's a memory that's going to stick with me for awhile."

Outside the Sand Box

Not everyone ends up in CENTCOM. Aviation Ordnanceman (AO) 1st Class (NAC) Anthony Artino volunteered to go on an IA assignment in 2008 while serving on board the USS ***Bataan*** (LHD 5) Weapons Department, "just in case something ever came up," he says. In 2009, "they needed a billet from the ***Bataan,*** and my name was already in the hat. They needed a first class and I wanted to go."

After training at Fort Dix, N. J., AO1 Artino arrived in theater. "My IA tour ended up being an all-Navy unit under [U.S. Africa Command] running anti-piracy and anti-terrorism missions," he says. "My job was to provide force protection for an unmanned aerial vehicle team flying MQ-9 *Reapers*."

▲ HMC Karen Tracey mentors Afghan lab technicians through a Dari translator at the Camp Zafar ANA Regional Hospital. (*U.S. Navy photo*)

For his IA assignment, which ended in 2010, he was given a wide degree of autonomy and responsibility working with a team of five personnel. "I started our armory from the ground up, writing standard operating procedures, post orders for watchstanders, and pre-planned responses," AO1 Artino says.

"We did it the best we could with my ordnance background, experience with [***Bataan***], and instructions," he continues. "I used to work in quality assurance in the weapons department and seeing those instructions every day helped. It ran just like it would have on the ship with round counts, inventory, and documentation to get it up and running."

➤ CMDCM(SW) Teri McIntyre listens at Camp Victory, Baghdad, Iraq, to the concerns of Sailors on IA assignments. (*AZC(AW/SW) Darnell McCoy/USN*)

Once the initial set-up was complete, AO1 Artino spent his time walking the post as watch commander, checking on watchstanders. "Our days there were long," he says. "A typical day was 12 hours and many would turn into 15. Walking my post making sure my guys were awake and vigilant took a lot of time. Fortunately nothing ever happened while we were there. The threat was there, but nothing happened."

Lt. Justin Hayward ended up closer to home for his GSA tour. The former boiler technician volunteered for a GSA while attending Naval Postgraduate School in Monterey, Calif. Currently stationed at MacDill Air Force Base in Tampa, he is the CENTCOM Operations Directorate's detainee operations deputy branch head. His mission is ensuring that the CENTCOM, Joint Staff, and Office of the Secretary of Defense are informed of detainee issues in Iraq and Afghanistan, and to provide recommendations for detainee policy.

His IA assignment allows him to take on more responsibility than many of a similar rank. "My favorite experience has been briefing the CENTCOM Commander every two weeks on the status of detention operations and rule of law in Iraq and Afghanistan," Lt. Hayward says. "I provide commander update briefings to general and flag officers, an opportunity seldom given to a junior Navy lieutenant."

Lessons Learned

Reflecting on their experiences serving on an IA, most Sailors say they have gained a new perspective, particularly culturally. "The Afghan people are very friendly family-oriented people," says Lt. Cmdr. Landry. "They are also very hospitable. My favorite experiences have been talking with my interpreter and counterparts about their lives outside of the hospital. They have unique experiences and although they may have to live through adversity, they have a positive outlook about life. I also enjoy seeing the children in the hospital who often accompany workers or patients, and I always have a piece of candy to give them."

▲ GSM3 Dain Dillon, on an IA assignment to Provincial Reconstruction Team Paktika as a convoy driver, and an Asia Security Group guardsman perform tower watch at a forward operating base in Afghanistan. (*Master Sgt. Demetrius Lester/USAF*)

Another Sailor in his ETT, HM2 Dirk Patin, the pharmacy technician mentor, was initially surprised by the culture and says Afghanistan is "like another time period. The everyday things we [Americans] take for granted are luxuries here – simple things like education, technology, and the ability to provide for your family."

Down Time

While jobs and missions may vary widely, downtime for IA Sailors often takes a common form. Exercise and Skype are usually on the schedule. "When I am finished in the evening with work I go to the gym, [talk] with my fiancé, then go to sleep," says Lt. Shouvlin. "I wake up the next day and repeat!"

"I wake up at 6 am," says Lt. Cmdr. Landry, "get ready for the day, eat breakfast, [talk] with the family if the Internet is working, and then head out to the ANA hospital at about 8:30. After work I go work out at the gym. After eating supper, I'll finish up some e-mails, read a book, or watch a movie at the office." Meanwhile, Lt. Mogck found one of the main incentives for exercise is enjoying "running outside or on a treadmill that doesn't rock back and forth with the waves."

Although looking forward to getting back to shipboard life, Master Chief McIntyre has a new appreciation for IA assignments that she will share with the Sailors at her next command. "Every Sailor should do one tour as an IA. It's a great opportunity to experience something outside your normal career path." AO1 Artino echoes those sentiments. "I wanted to do my part more than anything," he says, "and I know we do our part as the Navy out to sea, but it just seemed like there was something missing that I needed to do."

An Interview with Rear Adm. Charles Gaouette, Commander, Task Force IA

SW: What is Task Force IA's mission?

Our job is to make sure our IAs' experience in theater is as positive as possible. That means an efficient entry into theater (reception, staging, and onward movement in Kuwait), constant contact with our IAs while in their assignment (through our Navy Forces Central Command [NAVCENT] Forward HQ in each major theater), and a smooth transition back home (through the Warrior Transition Program in Kuwait).

SW: How does this assignment compare with your previous tours in the fleet?

I didn't think anything could be more rewarding than command, but I think this job comes close. As CTF-IA, I run an organization of about 100 folks throughout the CENTCOM area of responsibility who look after our IAs here. I travel throughout the region and communicate to our IAs in-theater that there is still a Navy out there and that that Navy cares about them a great deal. I listen to how they suggest we can run the IA effort more effectively, and they actually make a lot of suggestions that we have been able to turn into action.

SW: What have Navy IAs accomplished since the program's inception?

Sailors have played a critical enabling role in every major campaign in-theater. Our Sailors are valued by all services in-theater because they are problem solvers who get the job done. If something breaks, they fix it. If someone needs a hand (even if it's not in a Sailor's particular area of expertise) they lend a hand. Sailors are seen as "plug and play" because they don't gripe about being asked to step outside their comfort zone. That characteristic has been very much appreciated…from the most remote forward operating base to the four-star headquarters.

Rear Adm. Charles Gaouette, Commander, Task Force Individual Augmentation (CTF-IA) and Deputy Fleet Commander, U.S. 5th Fleet

SW: What did Navy IAs accomplish last year?

Navy IAs continued to enable our fighting forces in Afghanistan to do their job more effectively. That included directly supporting the recent surge that has had positive effects on our overall mission there. In Iraq, IAs have been heavily involved in the drawdown of combat forces from that country and the transition to Operation *New Dawn*. In Kuwait, IAs make sure our Sailors entering and leaving the theater are processed as smoothly as possible. In Qatar, we have IAs in the Combined Air Operations Center (CAOC), CENTCOM Forward Headquarters and directly supporting CENTCOM Special Operations Command (SOCCENT). Here in Bahrain, we have IAs throughout the Headquarters, including the staff of CTF-IA, itself manned mainly with IAs.

SW: What does the near-term future hold for Navy IAs and GSAs?

The Navy's mission in Iraq and Afghanistan will remain tied to the nation's presence in these areas. Our leadership has stated our intention to withdraw forces in both theaters, but that schedule will necessarily be informed by the situation on the ground.

SW: What are you most proud of from your time with Task Force IA?

Too many situations to mention, but here are a few. There was an [Electronics Technician 1st Class] serving with a Provisional Reconstruction Team in [Ar] Ramadi, [Iraq], who got shot in the leg but who stayed to finish his IA. That kid got a call from President Obama at Christmas. There is a new hospital in Kandahar, [Afghanistan], that has a huge number of critically wounded Soldiers and Marines. If you enter the facility alive, there is a 95 percent chance you'll live. Every one of those people in that hospital is under tremendous stress and yet gives everything they have to pull these kids through. I met with SEAL teams throughout the AOR [area of responsibility], lots of places, keeping the peace behind the scenes and making our allies more effective warfighters. These teams are supported by IA Sailors.

SW: Any advice for someone considering IA or GSA orders?

Most Sailors I talk to, by the end of their IA, see the value of their experience and understand that what they did here was important. That's not to say that it's not challenging…it is. Serving in a different service culture comes with some growing pains, but overall, the importance of the mission is more important than individual service interests. This is about the nation. And the Navy owns a big piece of this fight.

MISSION PACKAGES:
THE HEART OF LITTORAL COMBAT SHIPS

By Kristen Brown, LCS Strategic Communications, OPNAV N868C, and MC1(SCW) Demetrius Kennon, *Surface Warfare*

The Littoral Combat Ship (LCS), a revolutionary advance in naval ship technology, became a reality on Nov. 8, 2008, with the commissioning of USS ***Freedom*** (LCS 1). On Jan. 16, 2010, the Navy commissioned ***Freedom's*** "half-sister," USS ***Independence*** (LCS 2). ***Freedom*** is a predominately steel monohull design and ***Independence*** is a predominately aluminum trimaran design. There are many reasons why both variants of LCS-class ships are revolutionary, but three stand out: anti-submarine warfare (ASW); mine countermeasures (MCM); and surface warfare (SUW) mission packages.

A mission package is a combination of warfare mission modules with specialized crew, support equipment, and vehicles, including manned helicopters and unmanned maritime systems. They are packaged in a modular fashion so that they can be quickly swapped in and out pierside.

"LCS is designed to counter submarines, mines, and enemy small craft. It will accomplish these missions by embarking tailored mission packages of weapons, sensors, and aircraft uniquely designed to defeat these evolving threats," said Director, Surface Warfare Division, Rear Adm. Frank Pandolfe. "By building flexibility into mission packages, Navy will avoid changing the ship design, leading to greater warfighter effectiveness and lower costs."

The first two MCM and SUW mission packages and the first ASW mission package have been delivered. The program has an inventory objective of 24 MCM mission packages, 24 SUW mission packages, and 16 ASW mission packages. Mission package procurement and delivery are aligned with the ship delivery schedule, mission area demand signal from the combatant commanders, and the retirement of legacy platforms. This means that 64 mission packages will be dispersed among the 55 ships of the LCS class to support global warfighting and peacetime presence requirements.

In order for an LCS to perform a mission, it will be outfitted in port with one of the three mission packages, according to the needs of the operational commander. Mission packages are designed to be changed out within 96 hours. "[The packages] are installed in port by loading the modular components, predominately twenty-foot equivalent units (TEU) containing the mission package systems, on board the ship from the pier," explained Lt. Cmdr. Amy Lindahl, LCS Mission Module Requirements Officer, Office of the Chief of Naval Operations (OPNAV N868M). The systems are connected and integrated into the ship's combat system through a common computing environment, and their information is fed to the LCS mission control center. System operability tests are performed to demonstrate the package is integrated with the ship and is ready for operation.

Increments of increasing capability are planned for mission modules. An incremental approach to delivering capability allows the continued insertion of capabilities throughout the life of the program without the need for modifications to the sea frames. Future mission package increments will be considered when joint warfighting objectives or changing threats create new operational capability requirements that cannot be met by current mission package designs, or when new technological opportunities allow significant progress toward delivering cost-effective, enhanced capabilities.

▲ USS ***Freedom*** (LCS 1) fires its MK 110 57mm gun during a surface gunnery test. (*Lt. Ed Early/USN*)

Freedom conducts a flight deck certification with an MH-60S *Sea Hawk* helicopter assigned to the Sea Knights of Helicopter Sea Combat Squadron (HSC) 22. *(MC2 Nathan Laird/USN)*

Future increments can be tested, constructed, and incorporated into existing mission packages, one of the most important benefits of LCS' modular design.

THE SUW MISSION PACKAGE

The SUW mission package increases firepower and offensive/defensive capabilities against large numbers of highly maneuverable, fast, small craft threats, giving LCS the ability to protect the sea lanes and move a force quickly through a choke point or other strategic waterway. With the SUW mission package embarked, LCS has enhanced detection and engagement capability against enemy small craft and similar littoral surface threats.

The SUW mission package is comprised of two high velocity 30mm cannons to augment the ship's 57mm gun, and embarked support aircraft – the MH-60R helicopter with Hellfire missile and the MQ-8B *Fire Scout* Vertical Take-off and Landing Tactical Unmanned Aerial Vehicle (VTUAV) – for the detection, identification, and classification of surface contacts. Two SUW mission packages have been delivered to the fleet with more to follow.

Future SUW mission package increments include the addition of the Maritime Security Module to support the embarkation of a Visit, Board, Search, and Seizure (VBSS) team; an Irregular Warfare Module to provide an expanded medical and training capability; and a Surface-to-Surface Missile Module to provide in-close and eventually an over-the-horizon engagement capability against surface threats.

THE MCM MISSION PACKAGE

The LCS MCM mission package will counter deep, shallow, and tethered mines in the littoral without putting Sailors in the minefield. Two MCM mission packages have been delivered and one is in production. When the MCM mission package is embarked, LCS is capable of conducting detect-to-engage operations (hunting, sweeping, and neutralization) against very shallow and deep-water sea mine threats. The MCM mission package provides these capabilities through the use of sensors and weapons deployed from an MH-60S multi-mission helicopter and unmanned off-board vehicles.

The embarked MH-60S employs the Organic Airborne Mine Countermeasures Module to provide rapid minehunting and clearing using helicopter deployed systems. The Remote Minehunting Module uses a Remote Multi-Mission Vehicle (RMMV) to provide sustained minehunting and clearing from the surface. Additionally, an influence minesweeping capability can be deployed from both the helicopter and an unmanned surface vehicle.

Future increments will add the Coastal Mine Reconnaissance Module (CMRM) to allow detection of minefield patterns and obstacles from a Fire Scout VTUAV, an airborne surface influence sweep capability for high-speed influence minesweeping,

and the Surface Mine Countermeasures Unmanned Undersea Vehicle (SMCM/UUV) to detect buried mines. When complete, the MCM mission package will provide full capability against floating, tethered, bottom, and buried mines.

USS ***Independence***'s (LCS 2) twin boom extensible crane lowers an RMMV into the water. (*Lt. Sean Nelson/USN*)

THE ASW MISSION PACKAGE

The ASW mission package enables LCS to conduct detect-to-engage operations against modern submarines that pose a threat. Specific ASW capabilities include protecting forces in transit, protecting joint operating areas, and establishing ASW barriers.

The initial ASW mission package was designed to provide static barrier defense against submarines by using USVs, a *Fire Scout* VTUAV, and an MH-60R helicopter. Soon after delivering Increment One, however, it became clear that a dynamic and mobile ASW escort capability was possible and would provide increased capability to the warfighter. This became ASW Increment Two, demonstrating the benefit Navy derives from the LCS modular design, which allows easy interchange of systems and evolution of planned capabilities.

ASW modules developed for Increment Two provide the warfighter capabilities that can be employed for ASW area search as well as high value unit escort missions. Module components include a torpedo countermeasures system, a Variable Depth Sonar, and a Multi-Function Towed Array. The Aviation Module offers airborne threat localization and engagement capability through a *Fire Scout* VTUAV and an MH-60R with MK54 torpedoes.

"This mission package will provide excellent ASW capability against diesel-electric submarines operating in the littoral," said Rear Adm. Pandolfe. "There will be two active sources coming off of each LCS; one ship-borne, one helicopter-borne. If you use LCS in pairs, you have a hunter-killer group that can keep four sound sources in the water and move at speed, to box in and destroy enemy submarines."

THE FULL CAPABILITY

While the LCS sea frame – the ship itself – provides valuable capabilities with its high speed, shallow draft, maneuverability, and core weapons systems, it is only able to conduct effective SUW, MCM, or ASW missions when the respective mission package is embarked.

Each of the mission packages comes with Sailors who have been specifically trained in that mission area. "Between 15 to 19 Sailors run the mission packages, depending on the package. ASW and MCM have 15, and SUW has 19 to support the boarding teams for VBSS," said Lt. Cmdr. Lindahl. "These are in addition to the [LCS'] 40-member core crew." A 23-member composite aviation detachment is also embarked to operate and maintain the helicopters and VTUAVs.

The crew, the equipment, and the systems combine to give LCS a truly unique capability. "Each LCS mission package will come with its own expert operators to clear mines, destroy submarines, or counter surface craft. These are vital tasks that we need to accomplish in the littorals," said Rear Adm. Pandolfe. "No other ship has the speed, volume, and modularity to accommodate and employ these mission packages."

Fit to Fight: LSD Mid-Life Modernization

By Barbara Mendoza, N86 Public Affairs Officer

The Navy has put in place an extensive mid-life modernization program for the eight ***Whidbey Island*** (LSD 41) and four ***Harpers Ferry*** (LSD 49)-class dock landing ships to ensure they remain capable assets and can meet mission requirements through 2038 – keeping them "fit to fight."

The LSD 41/49 Mid-Life Modernization Program is a key element of the Chief of Naval Operations' vision of a 313-ship Navy. LSD Mid-Life Extended Docking Phased Maintenance Availabilities (EDPMA) started in 2008 and will continue through 2014.

"A thorough Mid-Life modernization is critical to keep these ships viable for the fleet for years to come," said Capt. Michael Graham, the program manager for the Navy's Mine Warfare, Amphibious, Auxiliary, Command, and Patrol Coastal Ships Life Cycle Support Office (PMS 470). "Considering the complexity and scope of the LSD Mid-Life Modernization Program, and the excellent performance to date, it is truly a major accomplishment for the entire amphibious community."

The LSD 41/49 Mid-Life Modernization Program is designed to replace obsolete and unsupportable equipment, improve operational availability, reduce total ownership cost, reduce Sailor workload, and ensure each of the 12 ships in the class reaches an expected service life of 40 years. All 12 ships will undergo major upgrades to ship control systems, local area networks, and machinery control systems; as well as the replacement of the ships' boilers and evaporators with an all-electric services system.

LSDs are used to transport and launch amphibious craft with their crews and embarked personnel in amphibious assault operations. These ships support amphibious operations including landings via Landing Craft Air Cushion (LCAC), conventional landing craft, and helicopters onto

Recent operations involving amphibious ships:

- USS ***Tortuga*** (LSD 46) Sailors and Japan Ground Self-Defense Force (JGSDF) Northern Army soldiers loaded vehicles and trailers pierside in Tomakomai Ko, Japan, in support of earthquake and tsunami relief efforts, March 2011.
- USS ***Harpers Ferry*** (LSD 49), USS ***Germantown*** (LSD 42), and ***Tortuga*** respond with humanitarian assistance and disaster relief in Japan, March-April 2011.
- USS ***Ashland*** (LSD 48), while operating off the coast of Djibouti, was fired upon and returned fire disabling a skiff manned by suspected pirates in April 2010. Ashland deployed a Visit, Board, Search and Seizure team to rescue the suspects from the sea.
- USS ***Fort McHenry*** (LSD 43), USS ***Gunston Hall*** (LSD 44), USS ***Carter Hall*** (LSD 50), and Ashland all supported Operation ***Unified Response*** off the coast of Haiti after a 7.0 magnitude earthquake, January 2010.
- ***Harpers Ferry*** provided humanitarian assistance and disaster relief in the Philippines following a massive landslide in February 2006.
- USS ***Whidbey Island*** (LSD 41) and ***Tortuga*** provided relief after Hurricane Katrina hit the U.S. Gulf coast in August 2005.

USS ***Tortuga*** (LSD 46), at anchor near Mount Kamafuse, Ominato, Japan, prepares to disembark more than 300 military personnel and 90 Japanese Ground Self-Defense Force vehicles in support of earthquake and tsunami relief efforts during Operation *Tomodachi*. (*Lt. Louis Butler/USN*)

➤ Sailors on the stern gate of USS ***Gunston Hall*** (LSD 44) conduct training with Marines in zodiac boats while off the coast of North Carolina. (*Sgt. Kevin Pruitt/USA*)

hostile shores. The LSD 41/49 Mid-Life EDPMA also provides the fleet with significant improvements in amphibious warfare. New and improved capabilities include:

- updated communications and combat systems;
- upgraded 30-ton deck crane controls;
- MV-22 capable helicopter landing spots;
- more reliable and increased electrical generating capacity;
- improved main propulsion diesel engine fuel efficiency; and
- back-fit of the Collective Protection Systems (CPS) on LSD 41, 42 & 43.

Availabilities are 52 weeks long, including 14 weeks of dry-docking. Four of twelve mid-life availabilities are complete: USS ***Whidbey Island*** (LSD 41), USS ***Germantown*** (LSD 42), USS ***Gunston Hall*** (LSD 44), and USS ***Fort McHenry*** (LSD 43). USS ***Rushmore*** (LSD 47) is scheduled to complete in July 2011. USS ***Ashland*** (LSD 48) started her Mid-Life Modernization in February 2011, and USS ***Harpers Ferry*** (LSD 49) is scheduled to begin her availability in July 2011.

Ships homeported on the East Coast will receive upgrades at Metro Machine Corp. in Norfolk, while ships based on the West Coast will receive their upgrades at General Dynamics National Steel and Shipbuilding Company (NASSCO) in San Diego.

According to Capt. Graham, the LSD 41/49 Mid-Life Modernization Program is on course to extend the life of these crucial ships, modernizing them to have both capability and capacity to meet the full spectrum of tasking, from responding to humanitarian crises world wide and winning current wars to preventing future conflicts. "The LSD Mid-Life [Modernization] Program also ushers in new computer technology, which is important for a Navy increasingly populated by millennial-age Sailors. The program will make the ships better able to perform their missions while significantly reducing total ownership costs," said Capt. Graham.

The LSD Mid-Life Modernization Program has been cited as a best practices model for major modernization programs. Various processes and tools used are being adopted by other Navy modernization programs via lessons learned conferences, and applied by various Navy Activities including NAVSEA Program Offices, NSWCCD-SSES, and waterfront activities.

Dare to Be Bold

Lt. Cmdr. Jim Krohne and
MCCS(SW/AW) Anthony Sisti, Expeditionary Strike Group 2 Public Affairs

In December 2010, the U.S. Navy and Marine Corps team spent seven days conducting the largest joint fleet simulated amphibious exercise in 10 years. Commander, Expeditionary Strike Group (ESG) 2, and Commander, 2nd Marine Expeditionary Brigade (MEB) coordinated the effort that involved eight U.S. 2nd Fleet ships and more than 450 Sailors and Marines – to simulate a notional force of 11,000, including 20 ships and specialized units.

Emphasis on the Amphibious

Bold Alligator 2011 was the first installment in what will be regularly scheduled large exercises bringing the Navy and Marine Corps back to their amphibious roots. From the first Navy-Marine Corps assault against British forces on New Providence on March 3, 1776, the blue-green team has stood side-by-side in large-scale amphibious operations as well as smaller, focused expeditionary tasks. However, as Marine Corps Commandant General James Amos explained during his Sept. 2010 confirmation hearing, the almost 10 years of land-locked wars in Iraq and Afghanistan have meant fewer amphibious Marines and Sailors with experience in an integrated expeditionary environment. The *Bold Alligator* exercises will revitalize the fundamental role of the team as "fighters from the sea" and focus on conducting major amphibious operations simultaneously with a non-combatant evacuation.

"The scenario for this year's exercise included a forcible-entry operation conducted to enable a Non-combatant Evacuation Operation (NEO) in the midst of a violent sectarian conflict," said 2nd MEB Commanding General Brig. Gen. Chris Owens. "This complex but realistic mission requires the ability to respond rapidly, project a credible force ashore, and organize and execute the evacuation of thousands of non-combatants. In many cases, these capabilities can only be provided by amphibious forces."

The exercise focused on the fundamental aspects and roles of amphibious operations to improve amphibious force readiness and proficiency for executing the six core capabilities of the 2007 tri-service maritime strategy: forward presence; deterrence; sea control; power projection; maritime security; and humanitarian assistance/disaster response.

"The nature of amphibious forces is that we're extremely flexible and can be specifically tailored to any mission at any time," said ESG 2 Commander Rear Adm. Kevin Scott. "*Bold Alligator* 2011 represents ongoing efforts to meet the challenges of future warfare conflicts, overseas contingency operations, and homeland defense, so we remain the world's premier amphibious force."

Simulated Stepping Stone

This year's exercise was conducted synthetically using multiple simulation centers in Norfolk, Va., and installed Battle Force Tactical Training Systems on multipurpose amphibious assault ships USS ***Bataan*** (LHD 5) and USS ***Iwo Jima*** (LHD 7). According to Rear Adm. Scott, this allowed planners to provide operational and tactical training in a realistic environment without the cost of putting ships, Sailors, and Marines to sea.

Another advantage of simulating the first *Bold Alligator* was the variability of exercise conditions. "It afford[ed] us an opportunity to tailor the situation to test the many different aspects of an operation such as weather, opposing forces, actions by opposing forces, terrain, et cetera, that we [couldn't] do in a live exercise," said Rear Adm. Scott.

"This simulated exercise has been invaluable for getting an assessment of our current capabilities," said Brig. Gen. Owens. "We will use this experience to shape our next exercise, where we will apply what we've learned and test solutions to current challenges in a live training environment."

Bold Alligator also introduced new equipment and technology into the amphibious arena. Information, surveillance, and reconnaissance equipment, including unmanned aerial and surface vessels, was used in the simulated environment to provide exercise participants with enhanced warfighting capabilities.

Fusion Frenzy

One of those who appreciated the new tools at her disposal was Intelligence Specialist (IS) 2nd Class (SW/AW) Samantha Delaho. As a watch officer in the Joint Intelligence Center (JIC) aboard ***Bataan***, flagship of both ESG 2 and 2nd MEB, her role was to oversee "the fusion of intel."

"We managed the expeditionary plot, which is the heart of the JIC and where all the intel goes. I basically supervised everybody and tried to make sense of the information," said

Marines from the 2nd Marine Expeditionary Brigade conduct planning during a rehearsal for *Bold Alligator* 2011 aboard USS ***Bataan*** (LHD 5). (*MCSN Betsy Knapper/USN*)

IS2 Delaho. "Then we disseminated the data to the people who needed to know in the chain of command."

IS2 Delaho's information came from many sources. "We utilized the Operations Specialists (OS) a lot and their tracking capabilities, as well as the UAVs," she said. Working on a blue-green team also helped. "Luckily for *Bold Alligator*, there were Marines that had imagery capability," continued IS2 Delaho. "We don't have imagery ISs aboard anymore, but the Marines could analyze the images and see what was happening ashore."

In ***Bataan's*** Combat Information Center (CIC), the OSs were similarly busy. As a watch supervisor, OS2(SW) David Geary assisted the battle watch officer and the battle watch captain in maintaining the maritime picture. He was supported by OSs on watch, tracking and identifying contacts.

"As far as the NEO was concerned, you had the Marines and the aircraft going in, and the noncombatants coming out," said OS2 Geary. "We helped ensure the operations were conducted quickly and smoothly… by getting the right information to the right people so they could make the right decisions."

From Ship to Shore

In addition to ***Bataan*** and ***Iwo Jima***, Sailors and Marines from 2nd Fleet ships USS ***Mesa Verde*** (LPD 19), USS ***Fort McHenry*** (LSD 43), USS ***Ashland*** (LSD 48), USS ***Anzio*** (CG 68), USS ***Cole*** (DDG 67), and USS ***Elrod*** (FFG 55) participated in the execution and success of the exercise. ***Mesa Verde*** acted as the Primary Control Ship (PCS), with ***Ashland*** as Secondary Control Ship.

In ***Mesa Verde***'s CIC, watch teams coordinated and controlled the movement of the simulated mass of landing craft launched from their ships and made for the beach. As one of ***Mesa Verde***'s three watch supervisors, OS2(SW) Sharod Williams was responsible for keeping operations flowing smoothly, within her own watch team as well as among ships. "My job was to delegate tasks to my team and make sure they had the knowledge and training to get each of their individual tasks done," said OS2 Williams. "We looked after our people and held the reins [as] the PCS, so we had to delegate and disseminate to the other ships involved in the exercise."

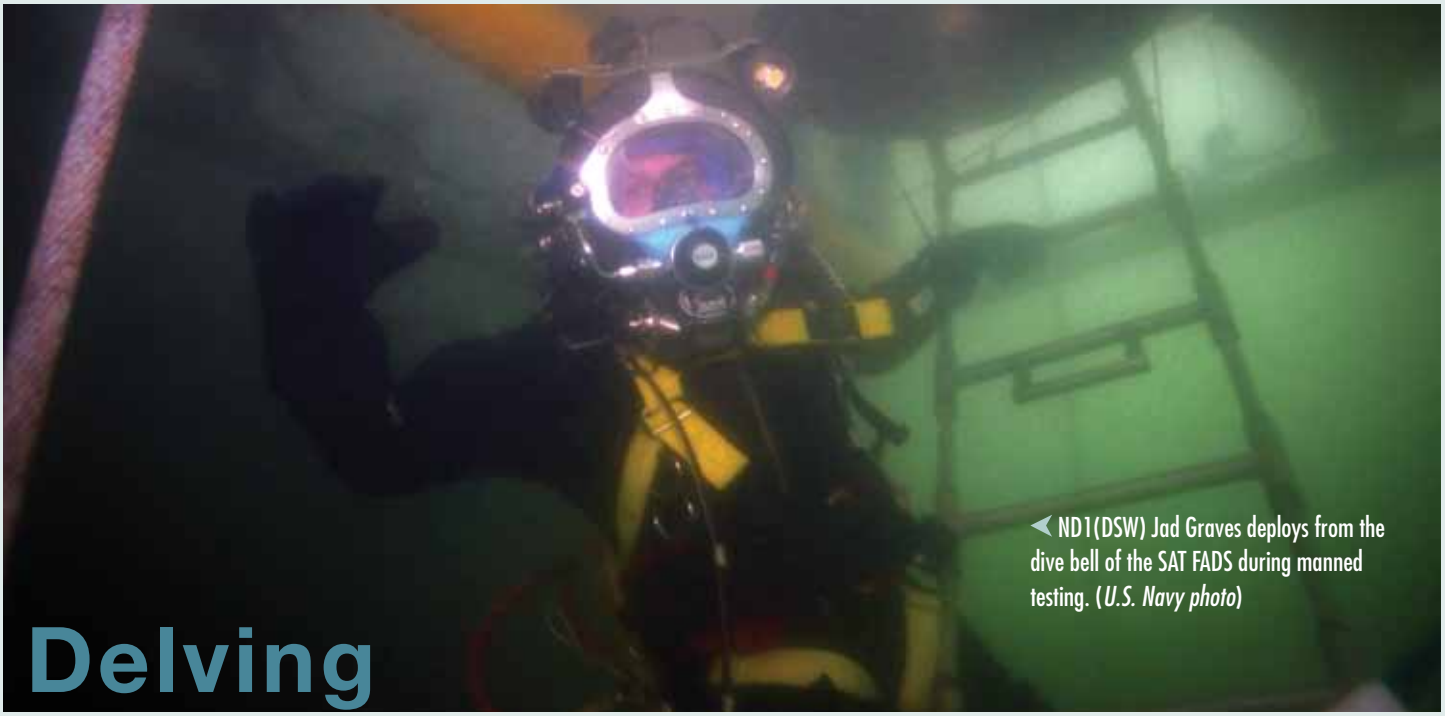
Those involved recognized the importance of practicing core competencies, and all came away with lessons learned. "Throughout my naval career, I thought it would be best to be proactive and not reactive," said OS2 Williams. "*Bold Alligator* is another tool to keep us sharp and proactive. Midway through the exercise, we all leaned on each other to get tasks done. If one ship had too much on their plate, another would step up and take some of the load."

"I think it was a great exercise in that it allowed us to work out kinks, identify our weaknesses, and work on fixing them," said IS2 Delaho.

The Next Step

The next scheduled event in the *Bold Alligator* series is a live exercise scheduled for February 2012. *Bold Alligator* 2012 will advance the training gained from this year's simulated scenario. In *Bold Alligator* 2012, the ESG/MEB amphibious task force will face higher-level maritime and land threats and resistance. The exercise will take place off the southeastern coast of the United States and will include more than 8,000 Marines, 15 Navy ships, and possibly a carrier strike group.

Commander, U.S. Fleet Forces Adm. J.C. Harvey said, "[The exercise] will be the capstone event of a year-long effort to revitalize one of our core competencies throughout the fleet – not just with those ships and units that will participate in the live exercise."



◀ ND1(DSW) Jad Graves deploys from the dive bell of the SAT FADS during manned testing. (*U.S. Navy photo*)

Delving BELOW THE SURFACE

A Look at a New Saturation Diving System

By MC1(SCW) Demetrius Kennon, *Surface Warfare*

Surface Warfare has always been about innovations in technology and life above the ocean's waves, but what happens when things disappear below the surface? Are they lost and gone forever? Do they become donations to Davy Jones?

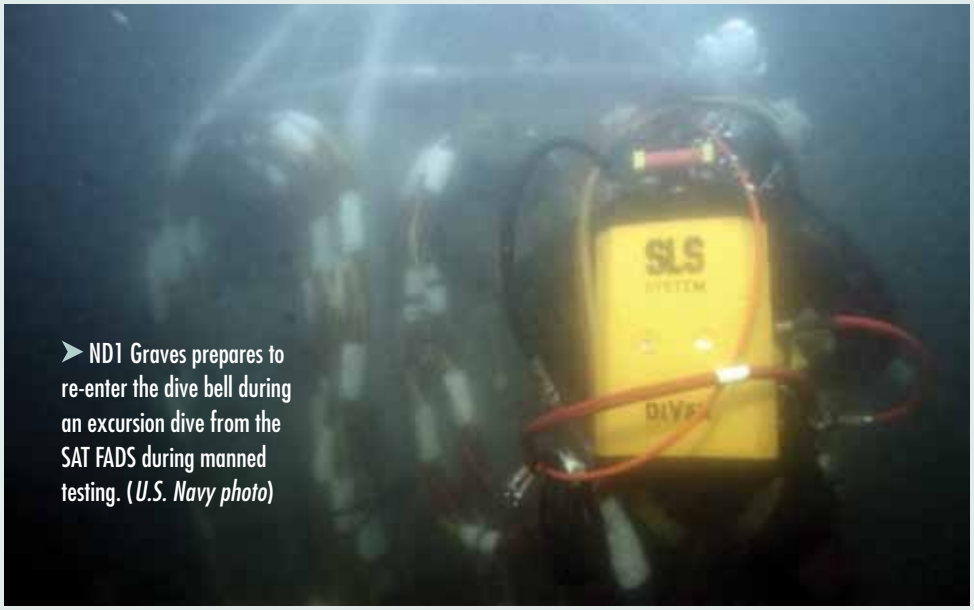
That's when the Navy Experimental Diving Unit (NEDU) dives in. The NEDU, out of Naval Support Activity Panama City, Fla., tested a new saturation fly-away diving system (SAT FADS) in the spring of 2011, helping Navy progress toward a critical saturation-diving capability to support salvage and recovery operations around the world.

Saturation diving allows divers to remain submerged in a pressurized environment equal to working depth without having to decompress between dives, thereby maximizing the time they can spend accomplishing their tasks. The system's name comes from its ability to break down and fly away via C-17 Globemaster III or C-130 Greyhound strategic airlift aircraft. It can also be transported by flat-bed trucks or ship.

The SAT FADS supports sustained deep-water diving operations to depths of 1,000 feet, replacing two decommissioned ***Pigeon***-class submarine rescue ships capable of operations to 850 feet. The entire system requires 40 feet by 70 feet of deck space, and includes the main deck decompression chamber, where living quarters are located, the manned dive bell, bell handling system, command and control center, and two auxiliary support equipment containers.

During a dive operation, six divers in two teams enter the main deck decompression chamber above the surface. The entire system, including the chamber and the dive bell, is then pressurized to equal working depth. A three-man team of two workers and a safety tender is then lowered to the work site using the dive bell. Upon arriving on site, the team dons their

▲ The bell handling system lowers the diving bell into the water during manned testing of the SAT FADS. (*U.S. Navy photo*)



➤ ND1 Graves prepares to re-enter the dive bell during an excursion dive from the SAT FADS during manned testing. (*U.S. Navy photo*)

diving dress, exits the dive bell, and begins work.

When pressurized, the decompression chamber uses an environmental control system to maintain temperature and humidity as it scrubs carbon dioxide out of the atmosphere. Oxygen is supplied to the divers from the surface. "The dive is compressed on air to approximately… double [the amount of oxygen] you are breathing on the surface," said Master Chief Navy Diver (NDCM) (SW/MDV) Kent Johnson, master diver in charge of diving operations at NEDU.

High levels of the inert gas helium are then added to oxygen to keep the ratio of pressurized gases in balance, causing the divers' voices to become squeaky and high-pitched. The deeper they go the more helium needs to be added. Because of the increased percentage of helium, the divers also experience joint pains that gradually subside as they reach operational depth.

Under normal conditions, the tissues in the human body collect inert gases from the surrounding environment until a point of saturation occurs. During a dive, the pressure increases with depth, compressing the gases. This means that at a deeper level in the ocean, the body absorbs more of the compressed gases in the same amount of space.

"Your body right now [at sea level] is saturated with 21 percent oxygen and 79 percent nitrogen," said NDCM Johnson. "As you compress in the chambers, your partial pressure of oxygen and inert gases equalize in relationship to whatever depth you obtain, so after 72 hours at depth you are considered totally saturated for that depth. Bringing an individual [immediately] back to the surface would cause death."

This is "the bends," the extreme form of decompression sickness that occurs when the inert gases do not have time to decompress and safely leave the body as the pressure decreases, instead forming expanding bubbles, which can cause damage throughout the body. "Bringing them up slowly using saturation decompression allows their bodies to

give off gas back to normal surface levels," said NDCM Johnson.

"Had we had this system available to us during the [Japanese fishing vessel] ***Ehime Maru*** salvage operation, the TWA Flight 800 recovery, or the Swissair [Flight 111] aircraft recovery, it would have greatly increased our capability and the safety of the divers operating there," said Paul McMurtrie SAT FADS program manager and a retired Navy master diver. "When we do surface-supply diving, there's a lot of decompression involved that the divers have to undergo daily, which greatly increases their risk of getting decompression sickness."

▲ ND1(DSW/EXW/SS) Julius McManus stands in the living quarters of the SAT FADS. (*U.S. Navy photo*)

▲ ND1(DSW/SW) Jeremiah Ruddell adjusts the diver's hot water system inside the dive bell of the SAT FADS prior to manned dive bell testing of the system. (*U.S. Navy photo*)

With the SAT FADS, divers decompress at the end of their work for specific amounts of time dependent on the depth submerged. "Once a diver is saturated with inert gas, it doesn't matter how long he stays at depth," said NDCM Johnson. "As a general rule of thumb, it takes a day for each 100 feet you are saturated to decompress, plus a day. [For example], 1,000 feet sea water equals ten days, plus one day," for a total of 11 days decompressing.

"During a [SAT FADS] operation, the divers are on 12-on, 12-off shifts," said McMurtrie. "The divers on the floor work for 12 hours, come back to the [pressurized main deck], rack out for 12 hours, and the other three go out." This allows alternating teams to work on a project for up to 21 straight days without decompressing. When time is up or work finished, both teams start decompression in the habitat together.

During the decompression phase, divers have plenty of down time to fill. "We're going to have small entertainment systems built into each diver rack so that they can watch personal movies," McMurtrie added. "Basically, it's resting, relaxing, reading, and sleeping."

The main deck decompression chamber is essentially a steel tube containing six bunks. Food and supplies are pressurized in a small attached compartment called a service lock. Divers access these items through a tube about two feet in diameter. "[The tube] comes in different sizes," McMurtrie said. "It's actually big enough that, if the divers need an alternate means of getting out of the habitat, they could crawl through it."

"There's a toilet, shower, and sink located in the outer lock," NDCM Johnson explained. "There are two [waste] tanks that are compressed with the chambers and stay equalized with the chamber while at depth. Once the tanks are filled, we isolate them, bring them back to surface pressure, dispose of the waste, and press the tanks back to depth."

In addition to learning the ins and outs of the SAT FADS, divers find that proper training and unit cohesion are critical to mission success.

"I have made eight saturation dives. The longest was 26 days saturated at depth," said NDCM Johnson. "Life at depth is exactly like you would imagine. The close quarters make it vital to have a team that works well together and gets along. Not everyone is suited for this type of diving. The environment is different, your voice sounds like Donald Duck, and it is very hard to understand what the other divers are saying to you until you have been saturated for a while and get used to the voice difference."

"The most critical thing is [having] a good training plan and an experienced team that can execute under extreme conditions," said NDCS (DSW) Bill Dodd, SAT FADS leading chief petty officer, who has 13 saturation dives under his belt.

In April 2011, NEDU successfully completed a manned pierside test of two pressurized, simulated depths of 250 and 1,000 feet. "There were six occupants in the SAT FADS," said McMurtrie. "We pressed them down initially to 250 feet [on April 8]." On April 18 they "went directly to 1,000 feet."

Once the new SAT FADS is fully operational, "the diving Navy will gain an asset that will greatly increase operational capabilities in terms of both depth and bottom time," said NDCS Dodd.

And those things that once dwelled on the ocean's surface will not be lost forever to Davy Jones.

Suspension System Promises Smooth Sailing

By Edward Lundquist,
Principal Science Writer,
MCR Federal

It does not look like any ship you have seen before. ***Proteus***, the prototype wave adaptive modular vessel (WAM-V) created by Marine Advanced Research, is tall, wide, fast, and, well, strange-looking.

The 100-foot long, 50-foot wide WAM-V can reach speeds up to 30 knots. But it is an unusual vessel that has some unique attributes, and these caught the eye of the Office of Naval Research (ONR). It may look like a spindly insect, but in reality it is extremely stable thanks to the innovative design of its suspension and articulation systems. "You wouldn't drive an off-road vehicle without a suspension system," said Ugo Conti, president of Marine Advanced Research, and designer of the first WAM-V in 2004. "No other boat has something like it."

The second-generation WAM-Vs have a pair of inflated, flexible hulls that act as tires mounted on a rim, in this case rigid skis, to absorb shock and vibration. To enhance stability further there is a wide distance between the two hulls, and they can move independently to adapt to the seas. This is achieved through the WAM-V's articulated design, which essentially means the vessel's frame can bend at strategic points through the use of double-hinges and ball joints, reducing mechanical stresses on components. "Once you have the structure that moves, the stresses are so much less, so the structure itself can be lighter and cheaper," said Conti.

The frame is attached to the hull sections with titanium springs, and the motor pod containing a diesel engine is hinged so the propulsion unit follows the motion of waves and stays immersed for proper operation in rough water. Even the spider-like shape has stability in mind. The bows are very high for maneuvering in heavy seas. "They never dig," Conti said. And, while ***Proteus*** is very tall, there is very little sail area and thus low wind resistance. The end result is that "the payload moves less than the hull because of the articulation and the suspension system," said Conti.

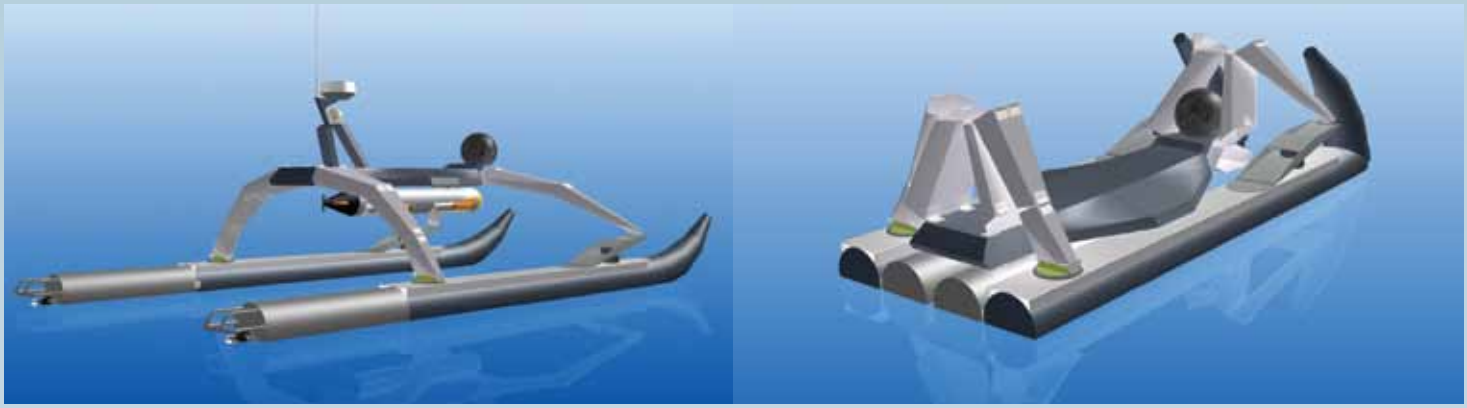
For a ship that attracts a lot of attention, there is not a lot to look at. In fact, you look right through it. "It has a very low radar cross section and it's very difficult to see at sea," Ugo Conti said. "It doesn't interrupt the horizon."

Shuttle Craft

In ***Proteus***, the cabin section functions as berthing for four, payload and storage space, and the vessel's bridge. When in use, it opens and inflates to a 14-foot width, complete with a large deck, control bridge, head, and stove. "The cabin is made of super light material built on the tubing," said Isabella Conti, co-founder of Marine Advanced Research and Ugo's wife. "The control bridge is fixed, but the payload section comes down." This portion of the cabin is self-powered to facilitate going ashore without bringing the ship into port.

Even with 2,000 gallons of fuel aboard, ***Proteus*** displaces just 12

▲ ***Proteus***, the first WAM-V, has an articulated frame allowing it to bend at hinges and joints to reduce structural stress and turbulence. (*Photo courtesy of Marine Advanced Research*)



▲ ***Proteus***, the first WAM-V, has an articulated frame allowing it to bend at hinges and joints to reduce structural stress and turbulence. (*Photo courtesy of Marine Advanced Research*)

tons. Because its draft is very limited – 8 inches forward and 16 inches at the stern – it can go into water as shallow as a lagoon, but it is capable of crossing the Atlantic unrefueled. Because the hulls are flexible and inflatable, it can be beached on a breakwater or cross obstacles.

"It's not a better boat, it's a different boat," Ugo Conti said. "You can lower things into the water without the crew having to tend lines. You can provide services that cannot be provided by other boats. It can function like a helicopter with a dipping sonar, or pick up objects in the water with a net. It can 'hover' over a person or an object for rescue or recovery, and remain on station for days instead of a couple of hours."

These attributes make the ship useful for tasks such as oil spill recovery, or servicing wind farms in heavy seas. Space agencies could use this ship to lower a net and scoop up a capsule. "You have a large area of water under the boat," Conti said.

The vessel was fabricated in pieces and assembled at Dakota Creek shipyard in Anacortes, Wash., on Puget Sound. The prototype is all aluminum, which Conti said is cheaper than fiberglass, but the plan is to use composites when the ship eventually goes into production.

Scalable Design

One of the advantages of WAM-V is that the design is scalable, so a much smaller, unmanned version is being made to conduct long-endurance "persistent presence" data collection.

"We have scalability from 12 feet to 120 feet, based on speed and payload. Using Autodesk Inventor [a computer-aided design engineering program], we can easily scale up or down a design based on the requirement," she said. Both 12- and 33-foot-long versions are in the development and evaluation phase.

When it comes to maintaining persistent presence with a float or an unmanned vehicle, bigger is not always better. "If something goes wrong, a big, heavy, unmanned surface vessel (USV) can cause damage or be damaged," said Isabella Conti.

▲ ONR and FAU are testing USV systems on the 12-foot-long model WAM-V. (*Photo courtesy of Marine Advanced Research*)

"That damage can be enormous."

By comparison, the WAM-V is light and flexible. The inflatable hulls provide a stable ride, even in punishing seas, and can run up onto a reef or obstacle without any significant damage. The 33-foot WAM-V pontoons are attached to aluminum tubing with springs that can be adjusted depending on payload and sea state. The 33-footer, designed to be unmanned, is 16 feet wide for excellent sea keeping and can be hydraulically folded and unfolded while in the water to fit inside a 20-foot standard shipping container. The shipping container can then travel by truck and be fitted on a ship as part of a modular package.

The WAM-V, in its various sizes, can transport, deploy, recover, recharge, relocate, and redeploy sensors and other items. "We can change the payload very quickly," Isabella Conti said. The WAM-V also has 1-to-4 payload to displacement ratio, which means that at 4,000 pounds, the 33-footer can carry a 1,000 pound payload.

In addition to evaluating ***Proteus***, ONR is funding research on the suspension system of WAM-Vs at Virginia Polytechnic Institute and State University (Virginia Tech) and on autonomous operations with a 12-foot-long model at Florida Atlantic University. ONR testing on WAM-V USV capabilities will move forward this summer with the planned testing of the 33-foot long USV version.

Doyle Runs Down Drug-Runners

By Lt. j.g. Kassandra Richardt, Public Affairs Officer, USS ***Doyle*** (FFG 39)

The navigation lights were extinguished on USS ***Doyle*** (FFG 39), making her all-but invisible in the pitch-black December night. Only five miles off her port bow was ***Rio Tuira***, a small fishing vessel suspected of transporting drugs. ***Doyle*** slowly made her approach on Dec. 6, 2010, as the embarked Law Enforcement Detachment (LEDET) made preparations to board the vessel. For ***Doyle***, this would mark the beginning of a 48-hour search, leading to the discovery of more than 600 kilos (1,320 pounds) of cocaine.

Since October 2010, ***Doyle*** had been conducting counter-illicit trafficking (CIT) operations in the waters of the Eastern Pacific. She provided surveillance and detection of vessels and individuals suspected of conducting illicit activities, just one piece in a joint effort.

Doyle's interdiction demonstrated the importance of U.S. and allied assets deployed throughout South America, the Caribbean, Central America, and the Eastern Pacific. The Joint Interagency Task Force-South (JIATF-S) coordinates all counter narco-terrorism operations in the Eastern Pacific and Caribbean. JIATF-S worked with ***Doyle*** by providing information to assist in locating suspect vessels such as ***Rio Tuira***. With their embarked helicopter squadron detachments and LEDETs composed of U.S. Coast Guard personnel, deployed assets such as ***Doyle*** provide the backbone of CIT forces.

Air support is vital to CIT missions as it provides over-the-horizon search capability. Proud Warrior 423, Helicopter Anti-Submarine Squadron Light 42 Detachment 8's (HSL-42

▲ USS ***Doyle*** (FFG 39) tows fishing vessel ***Rio Tuira*** while her embarked LEDET continues a two-day search for illicit drugs. (*CTT3 Michael Catoe/USN*)

▲ Crew members of ***Rio Tuira*** are taken to ***Doyle*** for temporary detainment. (*CTT3 Michael Catoe/USN*)

▲ Bales of cocaine are removed from ***Rio Tuira*** and transferred to ***Doyle***. (*CTT3 Michael Catoe/USN*)

Det. 8) embarked SH-60B *Sea Hawk*, conducted as many as three flights a day, six days a week. This enabled the ship to find suspect vessels, conduct covert approaches, and monitor for suspicious activity. (A vessel is deemed "suspect" if it is on a law enforcement agency watch list and assessed by JIATF-S as historically involved in suspect or illicit activities.)

As Proud Warrior 423 conducted surface surveillance operations to develop and maintain the surface picture, ***Doyle*** Sailors worked tirelessly to support numerous flight quarters and small-boat operations. When the helicopter was not flying, watch-standers on the bridge and in the Combat Information Center (CIC) employed all available means to find vessels including visual look-outs, radar surveillance, and sonar. LEDET members also conducted training for watchstanders on visual clues of suspicious targets.

Vigilance paid off. Proud Warrior 423 encountered ***Rio Tuira*** off the coast of Panama while conducting surface surveillance. ***Doyle*** closed to within two nautical miles of ***Rio Tuira*** before being spotted by ***Rio Tuira*** crew members. Using bridge-to-bridge radios to conduct initial queries, the LEDET was able to gain enough evidence to request permission to board the fishing vessel.

"A right of approach is determined by a country's government," said a LEDET member. "Based on the information we gather, the vessel's country can determine whether we have the right to board the vessel. In the case of ***Rio Tuira***, the vessel's nationality was Panamanian and we have a bilateral agreement with Panama which allowed us to conduct the boarding."

▲ Bales of cocaine are being hoisted aboard ***Doyle*** using the ship's boat davit. Each bale weighed between 50-60 pounds. (*CTT3 Michael Catoe/USN*)

During the boarding of ***Rio Tuira***, the LEDET conducted an extensive, two-day search of the vessel, leaving no space, void, or compartment untouched. As the search continued into the early hours of the second morning, the LEDET noticed several anomalies in bulkheads and decks that were not indicated in the ship's drawings. Eventually their scrutiny yielded results when a LEDET member uncovered 22 bales of cocaine, weighing approximately 600 kilos, underneath a false deck.

After the drugs were located, the LEDET and ***Doyle*** started preparations for handling detainees. Detainee handling procedures are an integral part of training conducted during the Composite Training Unit Exercise (COMPTUEX), an intermediate-level exercise required for all deploying ships. Detainee-handling training covers all aspects of a detainee's daily requirements, including personal hygiene, exercise, diet, and shipboard movement. Because of this training, ***Doyle*** was ready for the situation and immediately made preparations to receive ***Rio Tuira***'s five crewmembers.

Although drug traffickers frequently use fishing vessels like ***Rio Tuira***, other types of craft are also used, including "go-fasts," logistic support vessels (LSVs), and self-propelled semi-submersibles (SPSS) or fully-submersibles (SPFS). A go-fast is a small, high-speed boat that is commonly used either as a transport boat or as a look-out for larger vessels carrying drugs. LSVs provide supplies and fuel for other vessels in transit or act as back-up carriers for drugs. A large movement of drugs may involve 10 or more LSVs. An SPSS or SPFS can carry as much as 10 tons of drugs in a single trip and is extremely difficult to detect.

"We used all means available to find suspect vessels," said Ensign William Boyd, an Officer of the Deck onboard ***Doyle***. "During our night watches, we used night vision goggles to scan the sea and search for a wake or a possible snorkel. The bridge team had to be vigilant and alert, especially during night watches as that is when drug vessels are typically in transit."

Alert watchstanding has led to good success. Last year, Navy-Coast Guard teams seized 56 vessels and confiscated more than 36,700 pounds of marijuana and almost 353,000 pounds of cocaine, keeping these drugs off American streets.

This Sailor's NAVY:

Ship's Serviceman (SH) Seaman Tabatha Figueroa

By Cmdr. Juan Orozco, Commanding Officer, USS ***Winston S. Churchill*** (DDG 81), and Lt. Scott Cheney-Peters, *Surface Warfare*

SHSN Figueroa enjoyed the life of a barber on a "small boy," the guided-missile destroyer ***Winston S. Churchill***. When not keeping her shipmates' hair within regulations, she coordinated training within her division (S-3) as the training petty officer, assisted in tracking supply stock as the bulk stores custodian, and stood watch as an aft lookout.

Enlisting in the Navy to travel the world, SHSN Figueroa visited Barbados, St. Thomas, England, France, and several Middle Eastern ports. When it comes to deployments, she advises, "Use your time in foreign ports to immerse yourself in the local culture."

During her downtime on board ***Winston S. Churchill***, she worked out, read, or spent time with friends playing board games. When at home, she likes cooking with her roommates, dancing, snowboarding, and shopping.

Not all of SHSN Figueroa's off time was leisure. She successfully completed Program for Afloat College Education (PACE) courses in psychology, western civilization, and history, and recommends that her fellow Sailors "take advantage of every program the Navy offers, particularly when it comes to education."

Other shipboard training also proved valuable. After reporting on board ***Winston S. Churchill*** in August 2007, she and several other new arrivals received their initial cardiopulmonary resuscitation (CPR) training from the command's independent duty corpsman, Hospital Corpsman (HM) 1st Class Timothy Gunlatch. Because of her particularly positive attitude and ability to communicate and train effectively, SHSN Figueroa was chosen to join the ship's medical training team. Following training, she spent many hours assisting the medical department and preparing her shipmates to respond to any medical emergency swiftly and confidently.

Emergencies can and do happen without warning. During ***Winston S. Churchill***'s deployment to the Horn of Africa, lookouts spotted an overloaded skiff adrift with engine problems. While Sailors delivered humanitarian supplies to the Somalis and Ethiopians stranded in the skiff, it capsized and threw everyone into the water. Using ***Winston S. Churchill***'s two rigid-hull inflatable boats (RHIBs), the crew recovered 62 people and brought them aboard.

One of those rescued, a boy about 15 years of age, was not breathing and had no pulse when brought aboard. SHSN Figueroa and Operations Specialist (OS) 2nd Class (SW) Spencer Johnson immediately began CPR on the teenager. Although he seemed dead, SHSN Figueroa and OS2 Johnson continued CPR until, after a few tense minutes, the teen began to cough. SHSN Figueroa wrapped him in blanket to comfort him and prevent him from going into shock. After about 30 minutes, the boy was able to stand and join the others saved from the sea. All 62 were fed and given clothes donated by the crew, and, following medical evaluations, they were transferred to USS ***Pearl Harbor*** (LSD 52) for transport to shore.

For their actions, SHSN Figueroa and OS2 Johnson were awarded the Navy and Marine Corps Achievement Medal by the Commander, Naval Forces Central Command

Fast Facts:

Hometown:
Torrance, Calif.

Billet:
Ship's Barber,
USS ***Winston S. Churchill*** (DDG 81).

Homeport:
Naval Station Norfolk.

Active Duty Service Date (ADSD):
March 26, 2007.

Schools:
SH "A" School.

Favorite Port Call:
Halifax, Nova Scotia, Canada.

Favorite Mess Decks Meal:
Grilled Salmon.

Movie Sailor Can't Deploy Without:
"Black Hawk Down."

▲ SHSN Tabatha Figueroa cuts hair in the barbershop on board USS ***Winston S. Churchill*** (DDG 81). (*U.S. Navy photo*)

(NAVCENT)/5th Fleet/Combined Maritime Forces, Vice Adm. Mark Fox. Approximately one week after the medal was presented to SHSN Figueroa, Command Master Chief (SW/AW) Charles Clarke informed the ship that she was NAVCENT's choice to receive a Thanksgiving Day phone call from President Barack Obama.

SHSN Figueroa described the call as "the most amazing experience I've ever had." Initially nervous about speaking to the Commander in Chief, she said his relaxed, easy-going manner immediately put her at ease. She described the President as "down-to-earth and someone who appreciates the sacrifices military members make, being away from [their] families and putting [their] lives on the line to defend our great nation." She was thankful the President cared enough to take time from his schedule to speak to a seaman aboard a forward-deployed Navy ship. The President asked questions about the crew's morale and SHSN Figueroa's family (her brother was also deployed to Afghanistan as a Soldier in the U.S. Army at the time), and thanked her for her service.

President Obama told SHSN Figueroa that he was "proud of [her] and the entire command," and asked her to pass his thanks on to the entire crew of ***Winston S. Churchill*** for their hard work and sacrifice. SHSN Figueroa knows that the credit should be shared with her shipmates. "What I did during the rescue-at-sea was only one small thing among numerous heroic acts that day," she said. "I'm thankful for the accolades, but every crewmember contributed to the successful rescue of the mariners in some way. I like to think that I represent them all."

Future Goals

Although SHSN Figueroa separated from the active component of the Navy in March 2011, she's not finished with her service or her education. She plans to enlist in the Navy Reserves in May and attend Long Beach State University as a full-time student majoring in Business Administration. Her long-term plans include seeking a commission as a Supply Corps officer and continuing to travel the world. "I have had the most amazing experiences while in the Navy," said SHSN Figueroa. "I have seen and done things that I never would have had the chance to see or do in any other profession. This has been one fantastic journey!"

Choose Your Rate:

ELECTRICIAN'S MATE (EM)

By MC1(SCW) Demetrius Kennon, *Surface Warfare*

Fast Facts:

History:
- Established as "Electrician" in 1883, disestablished in 1884.
- Reestablished in 1898 with pay grades of chief petty officer, petty officer first class, and petty officer second class.
- Petty officer third class added in 1900.
- Name changed to "Electrician's Mate" in 1921.

Rating Badge:
The rating insignia includes a globe with five latitudinal and longitudinal lines representing electricians' work with degaussing.

SITREP Spring 2011:
On board all ship classes.
3,731 in the fleet.

The Job:

Depending on their billets, the only interaction Sailors might have with their shipboard EMs is when the EMs perform electrical safety checks on the Sailors' personal gear, conduct an annual electrical safety brief, or sign out items from electrical tool issue to Sailors. Yet, these are only a few of the duties and responsibilities of EMs in the fleet.

Katie Suich, Navy Personnel Command public affairs, said that as part of a ship's engineering department, EMs stand most of their watches in engineering spaces, monitoring and operating generators, switchboards, and control and electrical equipment. Additionally, EMs stand watch as EPCC (Electric Plant Control Console) operators in Engineering control station spaces. On larger steam-propulsion ships, they stand load dispatcher. For more senior EMs, engineroom top watch, PACC (Propulsion Auxiliary Control Console) operator, and even EOOW (Engineering Officer of the Watch) are common watchstanding duties.

However, due to the scope of their maintenance responsibilities, EMs can be found throughout the ship, in any space connected to the electrical distribution system. Maintenance duties include performing upkeep and repairs on power and lighting circuits, electrical fixtures, motors, generators, voltage and frequency regulators, controllers, distribution switchboards, and other electrical equipment.

EMs are often responsible for other important collateral duties, said EM1(SW) Karlo Vargas, a crewmember on board USS *John Paul Jones* (DDG 53). Electrical safety program manager, engineering training team member, tag-out program manager, casualty power program manager, and Maintenance and Material Management (3M) coordinator are just a few roles filled by EMs, according to Vargas. The electrician is also part of the rapid-response team on the at-sea fire party, and they typically stand in-port duty electrician.

Becoming an EM:

The requirements for EMs are normal vision and color perception, and an Armed Services Vocational Aptitude Battery (ASVAB) total score of 210. No clearance is required. EMs attend 15 weeks of school, including nine weeks of Basic Engineering Common Core, four weeks of Engineering Electrical Core, and two weeks of EM-strand Technical School. All schools are located at Naval Station Great Lakes, Ill. Additional training for EMs during their careers can include Steam Catapult Electrician, Electrical Motor Rewind, Shipboard

EM3 Mike Yang recoils a ventilation motor aboard USS ***Peleliu*** (LHA 5). (*MC2 Edwardo Proano/USN*)

Elevator/Electronic/Electrical Systems Maintenance Technician, and Underway Replenishment Electrical-Electronics Control Maintenance courses, said EMC(SW) Thomas Carpenter, a staff member at Afloat Training Group Middle Pacific.

In 2010, advancement within the EM rate was a highly competitive affair. Of eligible personnel, 27.35 percent made E-4, 7.30 percent made E-5, 3.34 percent made E-6, and 5.53 percent advanced to chief petty officer. As of Jan. 28, the EM rate was at 104 percent manning.

EM Rating Badge Mystery:

While the official story is that the EM rating badge pays homage to degaussing, a 1943 issue of *Bureau of Naval Personnel Information Bulletin* (the forerunner of *All Hands*) stated:

"It has been reported that the rating badges for Electrician were first ordered specifying a 'globe' (meaning electric light bulb) as the specialty mark. On delivery, the mark manufactured turned out to be a replica of the world globe. Despite the error in communications, the world globe looked so well [sic.] that it was retained. No evidence has been found to dispute this theory to explain the mark which does not visually represent its rating."

Most Famous EM:

According to EMC Carpenter, the most famous EM served when the rate was still called by its old "Electrician" name. The Dec. 14, 1910 New York Times reported that on Jan. 4 of that year, Seaman (SN) G.H. Kephart fell overboard from USS ***Birmingham*** (CL 2) anchored in Hampton Roads, Va. Chief Electrician William E. Snyder, also stationed on ***Birmingham***, jumped into the near zero-degree surging tide to save SN Kephart from drowning. For his extraordinary heroism, EC Snyder received the Medal of Honor from President William Taft at the White House on Dec. 13, 1910.

As for a personal hero, EMC Carpenter pointed to EMCM(SW/AW) Christopher Scarano, his Leading Chief Petty Officer (LCPO) while a recruit division commander at Great Lakes, and also EMCS(SW/AW) Ariel Carreon, his first LCPO. EMs on board John Paul Jones likewise looked within their division for inspiration: EM2(SW) Andrew Barros and EM3 Amanda Adams claimed shipmate EM1(AW/SW) Bradley Bales as their EM role model. "He runs the whole division without a chief," said EM2 Barros. "When it's broke, he can fix it."

EM3 Shuo Zhen repairs the aircraft warning light aboard USS ***Fort McHenry*** (LSD 43). (*MC1(SW/AW) Edward Kessler/USN*)

Hardest Part:

Suich said that for many EMs, the most difficult aspect of the job is that the rating is "sea-intensive" with many shipboard tours. EM3 Adams added that the "long hours" are the hardest part for her.

For EMC Carpenter, "not getting shocked and preventing others from getting shocked" is the biggest challenge. "Even though all precautions are taken when working on electrical/electronic equipment, there is always a potential to get shocked. EMs always have to be aware of their surroundings when working on electrical/electronic equipment."

"Another difficult part about being an EM is maintaining effective electrical safety and tag-out programs," said EMC Carpenter. "These are shipwide programs with multiple hands in the 'cookie jar.' Yes, EMs own the programs and maintain them, but it is the responsibility of all hands to ensure that they are being safe around and with electrical/electronic gear."

Best Reason to be an EM:

The same thing that makes the job of an EM difficult is one of the things that EMC Carpenter finds rewarding about the work, something he calls "the scope of responsibility."

"EMs own at least one piece of gear in each space on any given Navy ship," said EMC Carpenter, "be it outlets, lights, power panels, fuse panels, re-heater and ventilation controllers, load centers, or switchboards. Further, we own two of the major occupational safety programs: electrical safety and tag-out. On top of that, even though Electrical division manning is usually small in comparison to the amount of equipment they own, they are always able to maintain that equipment."

Suich noted that the "easily transferable skill set to civilian jobs" is a prime reason why the Navy has no problem filling the ranks of the EM rating. EM1 Vargas echoed the thought, noting the "demand for civilian shipyard workers" and "civilian jobs" are great benefits to being an EM. While he said he plans to finish his enlistment and "work outside as a civilian electrician," others have different aspirations. Despite the hard work, EM3 Adams has her eyes set on one goal: "EMCM."

The Future for Mustangs is Bright

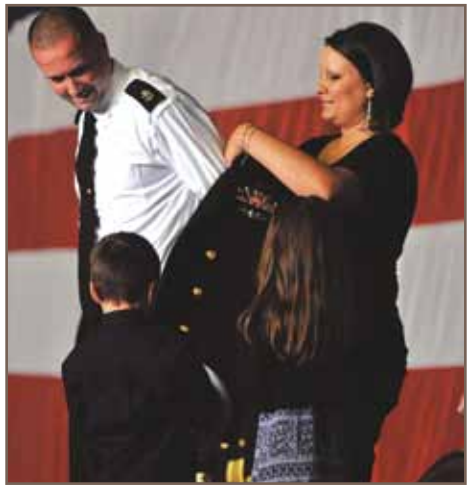
By Lt. Jon Williams, Navy Personnel Command Public Affairs

Making sure that the right specialists are in the right place at the right time is critical to the Navy's missions and tasks. For that reason, in August 2010 the Bureau of Naval Personnel (BUPERS) began a far-reaching review of its technical leadership. In February 2011, BUPERS briefed Navy leadership including Chief of Naval Personnel, Vice Adm. Mark Ferguson, on the results of this important study.

The Navy is evaluating the Limited Duty Officer (LDO) and Chief Warrant Officer (CWO) communities to ensure that the right technical specialists are performing technical leadership jobs, said Capt. John Jones, LDO/CWO Community Manager at BUPERS. LDOs and CWOs are technical leaders selected from the enlisted ranks based on merit, technical knowledge, and sound leadership. LDOs are selected from the E-6 to E-9 pay grades with eight to 16 years of service. Because they are more technically centered than LDOs, CWOs are selected only from E-7 and above who have 12 to 22 years of service.

"We want to make sure that we have the right balance within our pay-grade structure to allow the opportunity for upward mobility without bottlenecks or even a lack of opportunity at a particular pay grade," said Capt. Jones. "Correcting our structure will ensure better opportunities for advancement, manage expectations, and improve opportunity for many designators – particularly CWOs."

LDOs and CWOs begin their careers in very similar assignments, such as Main Propulsion Assistants or Electronics Material Officers. However, LDO career paths lead to departmental, executive, and commanding officer tours while CWO career paths are more technically defined and allow for "repetitive tours" within the Navy's occupational fields, said CWO4 Mitch Allen, CWO Community Manager. These repetitive tours, such as back-to-back tours as an Electronics Material Officer, are the basis for success of CWOs in their roles as technical specialists and leaders.



▲ ABEC(AW/SW) Matthew McCauley's wife removes his chief petty officer jacket, to be replaced by an officer's jacket during a commissioning ceremony aboard the aircraft carrier USS ***Carl Vinson*** (CVN 70). McCauley was selected as an ensign under the LDO program. (*MC3 Patrick Green/USN*)

Eligible chief petty officers should consider applying for the CWO program due to the numerous benefits, said CWO4 Elizabeth Rivera from Navy Personnel Command. "Becoming a Chief Warrant Officer provides additional leadership opportunities that enhance our ability to contribute to the Navy. A CWO brings a high level of experience and a unique perspective to the wardroom that greatly benefits junior officers and the command as a whole." Applications must be postmarked no later than Oct. 1 for the LDO and CWO selection boards scheduled in January 2012.

Warrant officers are able to draw on the technical expertise that they acquired throughout their enlisted career, but also further develop their leadership abilities. "I applied for CWO because I liked my job as a Chief Electronics Technician but wanted increased responsibility," CWO4 Rivera said. "It allowed me to stay a specialist in my field and to learn and improve myself while still leading Sailors from the deckplates."

"I think most people, when first hearing of this review, thought it was all doom and gloom. The reality is that it's a necessary evolution that will leave us stronger," said Capt. Jones. "A big problem we had in the past is that we select the numbers we need by designator to keep a balanced entry into each technical field. Later on, we promote with everyone in one large pot, and some designators with less sea duty are disadvantaged," Capt. Jones continued. Examples of those with limited sea time include air traffic controllers, bandmasters, security, and informational professionals. "We are evaluating a move toward promotion by designator to ensure we get the right balance at the senior level as well – this fits in with the initiative to keep the communities viable and sustainable."

"The future is bright for the LDO/CWO community," said Capt. Jones. "This very necessary review, the largest since our collective inception in 1948, is long overdue. Most encouraging is the consistent overwhelming support from senior Navy leadership, who highly value this community of seasoned technical leadership."

For more information on the LDO/CWO programs, and to learn how to apply, visit the Navy Personnel Command LDO/CWO Community page at: ***http://www.npc.navy.mil/Officer/CommunityManagers/LDOCWOOCM/.***

Alfred: America's First True Warship

By MC1(AW) Scott Vanderwyst, *Surface Warfare*

Most Sailors and landlubbers alike have heard of USS ***Constitution***, the world's oldest commissioned warship afloat, launched on Oct. 21, 1797. Countless tales have been told about her exploits, battles, and victories. Mere mention of her name evokes images of 13 separate colonies coming together as one, to form a Republic backed by the rule of law to guarantee life, liberty, and the pursuit of happiness.

Berthed in Boston, Mass., she has her own museum and naval heritage center, where drawings, photos, and models are available for purchase. ***Constitution***'s official web site also displays a wealth of information about her glorious past and is linked by a Facebook page to more than 7,600 friends.

USS ***Alfred***, however, has no official Web site or Facebook page, and her name is not awe-inspiring. But her story is important due to one simple and often overlooked fact: ***Alfred*** was the very first true warship in the Continental Navy, our Navy's forerunner.

Naval History and Heritage Command records show that ***Alfred*** began her existence not as a warship, but as the merchant ship ***Black Prince***. Launched in the fall of 1774 – when the relationship between England and the American colonies was deteriorating – she was owned and operated by Mr. John Nixon, a well-known Philadelphia merchant. ***Black Prince*** was to transport cargo from Philadelphia to the English port of Bristol and return with British goods. She began her maiden voyage on Dec. 31, 1774, and returned on April 25, 1775, six days after the battles of Lexington and Concord.

▲ USS ***Alfred*** served as the flagship for the newly-formed Continental Navy, the predecessor to the U.S. Navy. (*Photo courtesy of Naval History and Heritage Command*)

Fearing that commerce would soon be interrupted, Nixon dispatched her to London on May 7, 1775. ***Black Prince*** returned to Philadelphia on Oct. 4, 1775, bringing information that England was sending two brigantines brimming with gunpowder and arms to bolster the British Army and Loyalists. On Oct. 13, 1775, the Continental Congress reacted to this approaching threat by authorizing the arming of merchant ships, in hope of capturing the brigantines and sending the captured supplies to the soldiers of George Washington's army.

Congress understood that arming merchantmen was at best a stopgap

measure and quickly began acquiring a "real" navy of ships specifically fitted for warfighting. On Nov. 4, 1775, Congress's Naval Committee purchased ***Black Prince*** from Nixon. She was fitted out as a true man-of-war, with her rigging replaced, hull strengthened, and bulwarks (the sides of ship projecting over the deck to provide protection) and gun ports added. Her 30-gun armament bristled with a mix of 20 nine-pound and 10 six-pound cannons.

Although the Continental Navy was born amid the conflict between the colonies and England, the Navy did look to England's maritime history for inspiration. To underscore the importance Congress placed in its new naval force, ***Black Prince*** was renamed ***Alfred*** in honor of ***Alfred*** the Great, King of Wessex (871-899) – a military leader who understood the importance of defending the coasts through naval force. He ordered the construction of new ships and successfully defended England, primarily against the Danes, during the three decades of his reign, earning the title "Father of the Royal Navy."

Alfred was commissioned on Dec. 3, 1775, and was followed that month by four ships: ***Columbus***; ***Cabot***; ***Andrew Doria***; and ***Providence***. Commodore Esek Hopkins, formerly a master merchantman from Rhode Island, was appointed Commander in Chief of the Continental Navy and used ***Alfred*** as flagship of his five-ship flotilla.

Commodore Hopkins' first action was to attack the Bahamian island of New Providence to secure much-needed gunpowder and military supplies. On March 3, 1776, the flotilla captured Fort Montague in a bloodless battle that also saw the Continental Marines make the first-recorded American amphibious operation.

Heading home, Hopkins' Continental Navy Fleet captured the British schooner ***Hawk*** and brigantine ***Bolton*** on April 4, 1776. Two days later, the American flotilla crossed paths with HMS ***Glasgow***, a 20-gun frigate. In the fierce battle that ensued, ***Alfred***'s tiller ropes (the connection between the rudder and the steering wheel) were disabled, rendering her unable to maneuver and allowing ***Glasgow*** to escape the more powerful American ships. Nonetheless, on April 8, ***Alfred*** and her flotilla arrived to a hero's welcome at New London, Conn.

Alfred was inactive during the early summer of 1776 due to the lack of men and insufficient funding. In August, Capt. John Paul Jones (who later became famous for his actions in command of ***Bonhomme Richard***) was temporarily assigned command of ***Alfred***. Capt. Jones had previously served aboard ***Alfred*** as First Lieutenant during the attack on New Providence and earlier assisted her transformation from merchant ship to man-of-war. During his previous tour on board ***Alfred***, then-Lt. Jones had the honor of raising the Grand Union Flag of the Continental Navy for the first time. This flag, with its design combining the 13 stripes of the American colonies with the British Union Jack, was approved by George Washington, who considered it the young nation's first "true" flag.

On Oct. 26, 1776, ***Alfred*** departed Newport, R.I., with the sloop ***Providence*** and sailed for the Cape Breton Islands off the coast of Nova Scotia, Canada. Within three weeks, the two ships captured three British vessels: the brigantine ***Active*** (Nov. 11); the armed transport ***Mellish*** (Nov. 12); and the supply ship ***Snow Kitty*** (Nov. 16).

Leaks in ***Providence*** required her to return to port for repairs, and ***Alfred*** sailed on alone. On Nov. 22, ***Alfred*** crewmembers rowed ashore in small boats and raided the town of Canso, Nova Scotia. They burned a warehouse full of supplies and a transport and captured a small schooner to replace ***Providence***. Two days later, ***Alfred*** captured three colliers loaded with coal bound for the British Army in New

▲ Our young nation's first official flag, the Grand Union, is displayed on board ***Alfred*** during her commissioning ceremony Dec. 3, 1775. (*Photo courtesy of Naval History and Heritage Command*)

▲ Capt. John Paul Jones served aboard ***Alfred*** twice during his illustrious career. (*Photo courtesy of Naval History and Heritage Command*)

York. Then, on Nov. 28 ***Alfred*** took the 10-gun ***John***, a private ship with a letter-of-marque authorizing her to seize merchant ships.

Following these successes, ***Alfred*** was headed to her home port when she encountered the 28-gun frigate HMS ***Milford*** on Dec. 9. According to Milford's deck log, she chased ***Alfred*** for four hours without managing to close for battle. On Dec. 15, ***Alfred*** arrived safely in Boston, Mass., where she began an extended refit that lasted for the next several months.

In August 1777, Capt. Elisha Hinman took command of ***Alfred***, which had been reduced to 24 guns, and departed for France in company with the frigate ***Raleigh***. During their transatlantic voyage, they captured and burned a schooner carrying counterfeit Massachusetts money and seized the brigantine HMS ***Nancy***. After a brief stop in France for military supplies, ***Alfred*** and ***Raleigh*** departed on Dec. 29 and traveled down the west coast of Africa, capturing another British vessel, before turning toward the West Indies.

On March 9, 1778, ***Alfred*** and ***Raleigh*** were met by two British frigates, the 20-gun HMS ***Ariadne*** and 16-gun HMS ***Ceres***, near the Lesser Antilles (Virgin Islands). The American ships attempted to outrun the British, but ***Alfred*** soon fell behind the much faster ***Raleigh***. After a half-hour battle against the two British frigates, ***Alfred*** had no choice except to strike her colors and surrender. Throughout the battle, ***Raleigh*** made no effort to turn and assist ***Alfred***. Consequently, ***Raleigh***'s Commanding Officer, Capt. Thomas Thompson, was charged with cowardice and dereliction of duty and stripped of command.

Alfred was taken to Barbados, where she was purchased by the Royal Navy and re-designated HM armored ship ***Alfred***. Outfitted with 20 guns, she served the Royal Navy until 1782, and then sold for scrap.

Even though her end was less glorious than deserved, ***Alfred*** served her country well. She harried the enemy throughout the Atlantic, from Canadian waters to the Caribbean and to the African Coast. Her service to our nation should not go unheralded.

Alfred was the first in many things: The first ship outfitted as an American warship; the first to serve as a flagship of the Continental Navy; a key element of the first American amphibious landing; the first naval vessel to fly our first official flag; and finally, but not least, twice home to Capt. John Paul Jones – one of our Navy's first heroes. She may not have an official web site or Facebook page dedicated to her honor, but ***Alfred*** was the original "plank-owner" of the fledging Continental Navy, and her crews helped establish the character of the Navy in which we serve today.

WHAT YOU WANT TO HEAR

By YN2 (SCW) Kevin Capelety, *Surface Warfare*

Hearing loss is a familiar concern in the Navy. Hearing loss is also the fleet's number-one occupational health expense. According to the Navy Safety Center, the Department of Veterans Administration (VA) spends approximately $108 million every year on disability payments for the treatment of more than 15,000 retired Sailors suffering hearing loss. Hearing loss is costly both to the Navy and to the Sailors who will miss out on conversation, music, and the laughter of their loved ones.

Many factors can contribute to hearing loss. Age plays a role; the older you are, the more sensitive your hearing becomes. Drugs – some antibiotics, chemotherapy drugs, and anti-inflammatory drugs – can also affect hearing. According to the Naval Safety Center, even attending concerts, sporting events, and air shows can cause permanent hearing loss, due to sound levels that typically average 115 decibels (dB) or more.

Three controllable factors affect hearing loss: how loud a noise is; how close you are to the source; and how long you are exposed to the noise. Various Navy occupations work under extremely loud conditions. Kurt Yankaskas, manager of the Noise-Induced Hearing Loss (NIHL) program for the Office of Naval Research (ONR), classifies military platforms "extreme industrial settings" for their noise levels. The sources of these noises are often no more than a few dozen feet from where Sailors eat and sleep.

Hearing protection is issued to Sailors who are consistently exposed to dangerous noise levels, as loud noises can directly reduce cognitive skill levels, affect communication between people, and even lead to fatal accidents. The Navy considers any noise greater than 84 dB hazardous, and requires that single hearing protection be worn at 84 dB and double protection at 104 dB.

▲ Wearing hearing protection when working around pumps, such as the P-100 shown above, is the minimum effort to reduce noise-induced hearing loss. *(MC3 Chelsea Kennedy/USN)*

According to the Navy Safety Center, the good news is that newer ships are built with Sailors' hearing safety in mind from the start. For example, the Navy now specifically designs spaces to mitigate dangerous noises levels in compartments containing hydraulic pumps, fans, motors, generators, and other high-intensity sound sources.

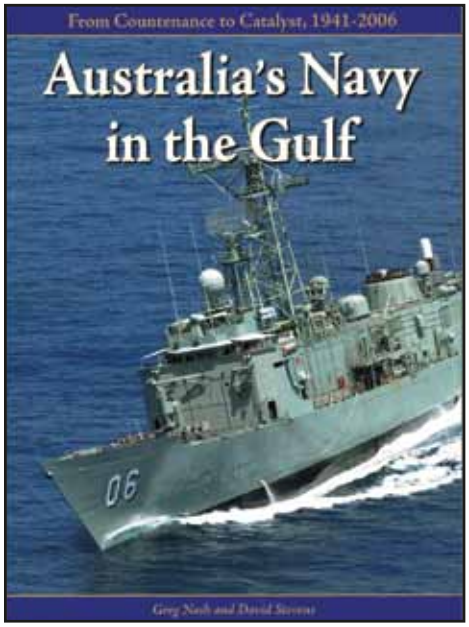
Navy commands are also doing their part. Initial training on correctly wearing and properly maintaining hearing protection is required for all shipboard personnel. "The best kind of hearing protection is that which is worn correctly," said Yankaskas. "Personally, I use earmuffs for machine shop work. For high-noise environments, I have a set of deep-impression custom plugs used with the earmuffs." To get custom-fitted protection, Sailors should work with their hearing conservation program manager to have an audiologist take an ear canal impression past the second bend.

Commands are also required to conduct annual shipwide training to highlight hazards and to keep a current roster of all personnel exposed to dangerous noise levels. The command is responsible for enrolling these personnel in the ship's hearing conservation program and ensuring they receive annual audiograms.

As an inspector of hearing conservation programs with Afloat Training Group Middle Pacific, Hospital Corpsman (HM) 1st Class (SW) Cory Butler recommends several shipboard practices for any Sailor affiliated with their command's program. "Make sure you conduct a solid record review to catch everyone that needs to be enrolled," said HM1 Butler. "Plan of the Day notes on the importance of hearing conservation are very helpful. Perform random inspections to ensure all personnel have their hearing protection."

Audiograms are another important component of a successful hearing-protection program. "You don't want your audiogram percentages to drop below 90 percent," said HM1 Butler, since "this affects medical and engineering inspections." However, as with all shipboard safety programs, the focus remains on Sailors' safety rather than the inspection process itself. "It's very important that Sailors follow the guidelines of the hearing conservation program," added HM1 Butler, "not because it helps the ship pass an inspection, but because it can preserve their hearing, affecting the rest of their lives."

For more information, contact your command's Hearing Conservation program coordinator.



Review by Cmdr. Mark Condeno, Liaison Officer, Foreign Armed Forces Attaché Corps, International Affairs Directorate, Philippine Coast Guard Auxiliary

After Iraq's invasion of Kuwait 20 years ago and the subsequent United Nations (UN) trade embargo, the United States-led naval coalition established a maritime interdiction force to enforce the sanctions. In support of the UN mandate, the Commonwealth of Australia sent the supply ship HMAS ***Success*** (OR 304), and two Royal Australian Navy (RAN) frigates, HMAS ***Adelaide*** (FFG 01) and HMAS ***Darwin*** (FFG 04). This was the beginning of one of the longest operational commitments undertaken in the region by the senior service of the Australian Defense Force, but it was not the first.

Australia's Navy in the Gulf chronicles the RAN's involvement in the region from World War II to Operation Catalyst in 2006. The authors, Mr. Greg Nash, of the Australian Department of Defence (DoD), and Dr. David Stevens, Director of Strategic and Historical Studies at the Australian DoD's Seapower Center in Canberra and a retired RAN commander, divide the book into eight parts. They commence with an introductory overview of RAN's presence in the area before diving into operational details. The first segment narrates Operation *Countenance* in 1941, during which HMAS ***Yarra*** (U77) and Royal Navy (RN) Armed Merchant Cruiser HMS ***Kanimbla*** played a pivotal role in securing the region from Axis domination. The subsequent chapters detail Operation *Damask,* Australia's concurrent action with Operation *Desert Shield* in 1990 with which Dr. Stevens has first-hand knowledge, having served as a staff officer for the RAN task group from 1990-91. The narration then traces the following decade of joint operations in the face of Saddam Hussein's maritime forces. These segments provide an in-depth look into the seemingly countless boardings, interceptions, threats, and exploits of the RAN contingent, ashore and afloat in the Persian Gulf.

In the wake of the Sept. 11, 2001 terrorist attacks, the RAN stepped up its presence and level of joint operations in the region with rotational deployments of its frigates and an amphibious landing ship. In support of global war on terrorism efforts under the Australian military codename Operation *Slipper,* the task group – along with U.S., British, and Canadian warships – conducted patrols, interceptions, and boardings of suspected smugglers of oil and illegal cargo. In less than two years, the Australians increased activity further, participating in Operation *Iraqi Freedom* (Australian Operation *Falconer*) in 2003, when HMAS ***Anzac*** (FFH 150) provided naval gunfire support (NGFS) as part of "Five Inch Friday" alongside British Royal Navy destroyers off of the Al-Faw peninsula, covering British Royal Marines moving ashore. The RAN also supported U.S. Navy and Coast Guard river patrols in the Gulf's passages and waterways until the conclusion of major Iraqi combat operations in May 2003.

With Operation *Catalyst* the Australian Navy continued to assist in the security of the area and aided the transition of the new Iraqi government. The guided-missile frigates HMAS ***Newcastle*** (FFH 06), ***Melbourne*** (FFG 05), ***Stuart*** (FFH 153), ***Adelaide, Darwin,*** and later the heavy landing ship HMAS ***Tobruk*** (L 50), conducted oil terminal security patrols, collected intelligence on shipping in the area, performed customs tasks, provided medical care to merchant seamen, and operated peacetime presence, humanitarian, and training missions.

Well researched and written, *Australian's Navy in the Gulf* provides a comprehensive picture of the Royal Australian Navy's significant security role in Middle Eastern waters. Four maps, an acronyms section, and table figures chronicling the deployments of specific units, warships, and their commanding officers support the book. An appendix lists the U.N. Security Council Resolutions pertaining to Iraq, and the characteristics of the seven types of warships deployed by the RAN in the Persian Gulf.

This work is a valuable addition to the bookshelves of anyone interested in not just Royal Australian Navy operations, but joint operations and naval history in general.

By Greg Nash and David Stevens Topmill Pty Ltd 3/49 Derby St, Silverwater, NSW, Australia (www.topmill.com.au), 2006, 96 pp, ASIN: B000WOES3E.

Navy Provides MORE Help

By Hugh Cox, Navy and Marine Corps Public Health Center Public Affairs

While Navy public health initiatives focus on disease prevention and healthy lifestyles, the Department of the Navy (DoN) also has a program to assist service members overcoming alcohol addiction.

▲ The MORE Web site. (*MC1(SCW) Demetrius Kennon/USN*)

The My Ongoing Recovery Experience (MORE) program is an award-winning web-based substance abuse recovery tool available DoN-wide for active-duty Sailors and Marines.

Subject matter experts from the Navy Bureau of Medicine and Surgery in collaboration with Hazelden, a non-profit alcohol and drug addiction treatment center, developed MORE. Launched this past August, MORE is an ideal resource for service members, particularly those deployed on board ship, due to its ease of use and accessibility.

"While in homeport, the Substance Abuse Rehabilitation program [SARP] provides excellent continuing care to our Sailors and Marines," said Mr. Charles Gould, director of Navy SARP and project manager of the MORE program. "In the past our problem has been to provide this needed support for our patients when they deploy on extended deployments and into areas of conflict. The MORE program enables us to provide this critical support to our warriors."

The efficacy of this program for the Surface Warfare community stems from the fact that this program is web-based and provides around-the-clock support. "The Surface Warfare community, as with all of our Sailors and Marines, has support 24/7 with MORE, which improves fleet readiness and enhances the Navy's ability to meet its mission," said Gould.

Sailors who enroll in the confidential continuing care program are able to work through online modules designed to support their recovery. At the end of each module, an assessment tool provides feedback to the Sailor and shore-based support to customize follow-up care. Phone and email contact with substance-abuse coaches and counselors in the United States and overseas is available around the clock. Additionally, two 12-step programs that "meet" online are available at different times to accommodate Sailors wherever deployed or stationed. Sailors are also encouraged to keep a journal, focus their thoughts, and provide a therapeutic output for dealing with the issues involved in overcoming alcohol dependency.

While the focus of MORE is intended for alcohol-dependent individuals, Navy leadership and public health professionals continue to emphasize the importance of responsible drinking.

"We hope that if Sailors decide to drink, they do so appropriately and responsibly, so that it does not lead to difficulties for themselves and others," said Dr. Mark Long, public health educator with Navy and Marine Corps Public Health Center (NMCPHC). For those for whom this is no longer an option, help is available.

For more information on MORE, visit the Web site at https://www.navymore.org/home.html or call your local SARP office.

For more information on Navy public health and healthy living, visit the Navy and NMCPHC Web site at www.nmcphc.med.navy.mil.

▲ YN1 Lamont Brown takes a virtual tour of the My Ongoing Recovery Experience (MORE) Web site. The site is designed to help Sailors successfully recover from substance abuse. (*MC1(SCW) Demetrius Kennon/USN*)

Are you an expert at identifying surface combatants from foreign navies? Can you tell whether a ship on the horizon is an ally or an enemy? It's time to test your ship identification skills. Man the "big eyes," and take a look at the ship pictured below and let us know what type of vessel it is, its name, and what nation operates it.

Send your entry to **surfwarmag@navy.mil** with "Ship Shape" in the subject line. Be sure to include your rate, name, ship or unit of assignment, and current mailing address. The first individual to provide the correct information will receive recognition in the next issue of *Surface Warfare*.

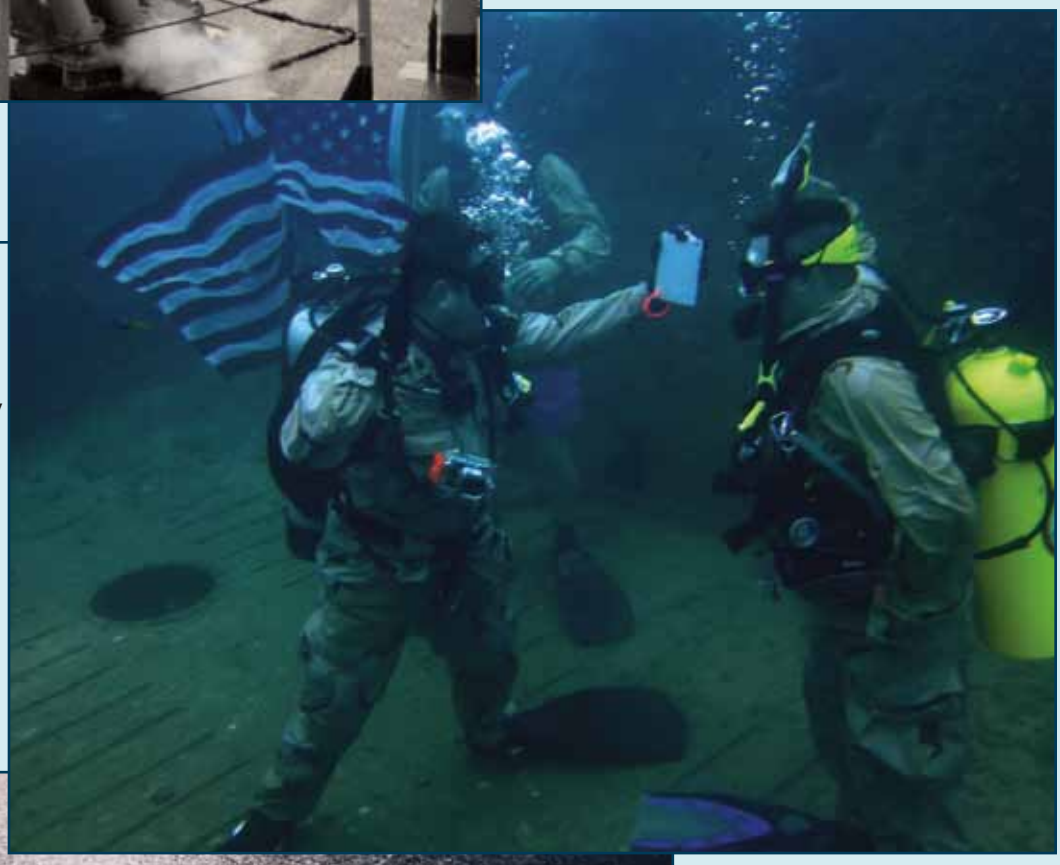
Congratulations to Lt. Dan Kohlbeck, Training Liaison Officer at Afloat Training Group Western Pacific, who was the first to identify last issue's ship as the Japan Maritime Self-Defense Force helicopter destroyer JDS ***Hiei*** (DDH 142).

▲ The ***Arleigh Burke***-class guided-missile destroyer USS ***Mustin*** (DDG 89) and the Japan Maritime Self-Defense Force helicopter destroyer JDS ***Hiei*** (DDH 142) sail abreast each other for an aerial photograph to commemorate the 50th anniversary of the U.S. and Japan alliance. *(Photo Courtesy of the Japan Maritime Self-Defense Force)*

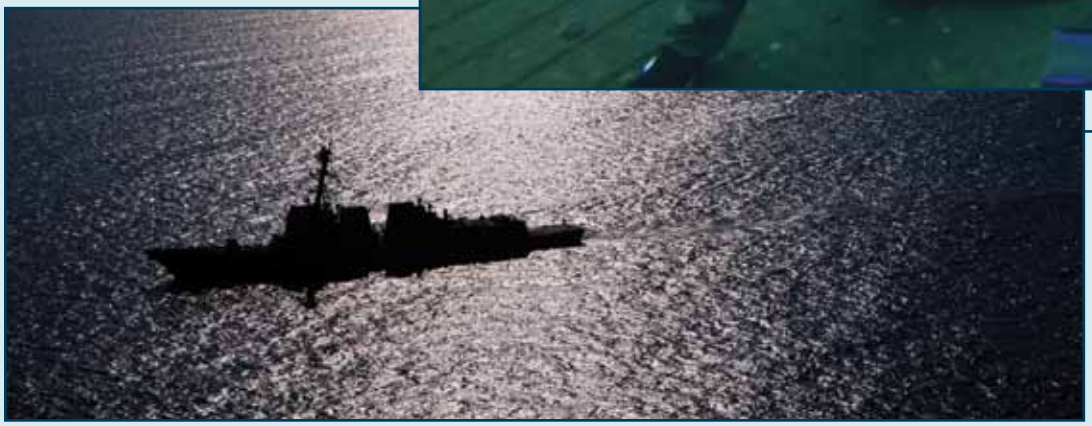
▲ This ship executes a turn along with the USS ***Harpers Ferry*** (LSD 49) during *Cooperation Afloat Readiness and Training* (CARAT). *(MC2 Ernesto Bonilla/USN)*

Views from the Fleet

◀ A MK-214 chaff round is fired during a test exercise aboard USS ***Mount Whitney*** (LCC/JCC 20). *(MC2(SW/AW) Stephen Oleksiak/USN)*



➤ Lt. Cmdr. Jeffery Laubaugh, left, administers the oath of enlistment to ISC Jared Pringle during an underwater reenlistment ceremony. *(Lt. j.g. Matthew Gray/USN)*



◀ The ***Arleigh Burke***-class guided-missile destroyer USS ***Stockdale*** (DDG 106) underway in the Pacific Ocean. *(MC3 Travis Mendoza/USN)*

➤ Search and rescue swimmer SN Matthew Honan is raised out of the water with Oscar, a rescue mannequin during a man overboard drill aboard the guided-missile destroyer USS ***Fitzgerald*** (DDG 62). (*MC1 Jennifer Villalovos/USN*)

▲ USS ***Essex*** (LHD 2) Sailors clean up debris from a harbor on Oshmia Island, Japan in support of Operation *Tomodachi. (MC2 Eva-Marie Ramsaran/USN)*

➤ STG2 Curtis Macner, a member of the Visit, Board, Search, and Seizure team from guided-missile destroyer USS ***Truxtun*** (DDG 103), descends into a rigid-hull inflatable boat during a training exercise. *(MC3 Richard Stevens/USN)*

Notice to Mariners

Christening:

USS *Arlington* (LPD 24) . . . . . March 26, 2011

Decommissioning:

USS *Nassau* (LHA 4) . . . . . March 31, 2011
USS *Jarrett* (FFG 33) . . . . . April 21, 2011

Awards

- **CNO's 2010 Community Service Health, Safety, and Fitness Flagship Awards:**
  Medium Sea Winner:
  USS ***Mesa Verde*** (LPD 19)
  Small Shore Honorable Mention:
  Mobile Diving and Salvage Unit 1
  Small Shore Honorable Mention:
  Surface Warfare Officers School
  Large Shore Honorable Mention:
  Naval Station Newport, Newport, R.I.

- **CNO's 2010 USS *Bainbridge* (CGN 25) Award for Community Support:**
  Honorable Mention: **Maritime Expeditionary Security Squadron 7**

- **CNO's 2010 Alfred B. Sloan Award for Excellence in Workplace Flexibility:**
  Winner: Center for Seabees and Facilities Engineering, Port Hueneme, Calif.
  Winner: Navy Detachment, Marine Corps Recruit Depot, San Diego, Calif.
  Honorable Mention: Recruit Training Command, Great Lakes, Ill.

- **CNO's 2010 Personal Excellence Partnership Flagship Awards:**
  Small Shore Winner: Naval Support Activity Lakehurst
  Small Shore Honorable Mention: Afloat Training Group Mid-Pacific
  Large Shore Winner: Naval Undersea Warfare Center Division, Newport
  Small Sea Winner:
  Mobile Diving and Salvage Unit 1
  Medium Sea Winner: **Assault Craft Unit 2**
  Small Overseas Winner: Navy Munitions Command East Asia Division Unit Guam
  Medium Overseas Winner:
  USS ***Cowpens*** (CG 63)
  Large Overseas Winner:
  USS ***Frank Cable*** (AS 40)

- **CNO's 2011 Captain Edward F. Ney Memorial Food Service Awards:**
  Small Afloat First Place:
  USS ***Doyle*** (FFG 39)
  Small Afloat Runner Up:
  USS ***Vandegrift*** (FFG 48)
  Medium Afloat First Place:
  USS ***Leyte Gulf*** (CG 55)
  Medium Afloat Runner Up:
  USS ***Pearl Harbor*** (LSD 52)
  Medium Afloat Honorable Mention:
  USS ***Chafee*** (DDG 90)
  Large Afloat First Place:
  USS ***Blue Ridge*** (LCC 19) (Repeat Winner)
  Large Afloat Runner Up:
  USS ***Wasp*** (LHD 1)

- **Missile Defense Advocacy Alliance Defender of the Year:**
  Winner: Fire Controlman 1st Class (SW) Shawn Walker, USS ***O'Kane*** (DDG 77)

- **CNO's Environmental Quality Overseas Installation Award:**
  Winner: Naval Support Activity Bahrain
  Winner: Commander, Fleet Activities Yokosuka, Japan
  Winner: Navy Region Center, Singapore

- **CNO's Environmental Quality Small Ship Award:**
  Winner: USS ***Momsen*** (DDG 92)
  Winner: USS ***Sterett*** (DDG 104)
  Winner: USS ***Thach*** (FFG 43)

- **CNO's Environmental Restoration Installation Award:**
  Winner: Naval Station Norfolk, Va.
  Winner: Hunters Point Naval Shipyard, Calif.
  Winner: Joint Expeditionary Base Little Creek-Fort Story, Va.

- **CNO's Environmental Excellence in Weapons System Acquisition:**
  Winner: Battle Force Tactical Trainer (BFTT) In-Service Engineering Agent Design Team

- **CNO's Natural Resources Conservation Large Installation Award:**
  Winner: Naval Base Coronado, Calif.
  Winner: Naval Base Ventura County, Calif.

- **CNO's Sustainability Individual or Team Award:**
  Winner: Environmental Sustainability Team, Fleet and Industrial Supply Center, Pearl Harbor, Hi.
  Winner: Fleet Readiness Center Southeast, Jacksonville, Fla.

- **CNO's Sustainability Non-Industrial Installation Award:**
  Winner: Naval Station Great Lakes, Ill.
  Winner: Naval Base San Diego, Calif.
  Winner: Naval Station Pearl Harbor, Hi.

- **2011 Capt. Joy Bright Hancock Leadership Award:**
  Winner: Lt Cmdr. Christina Dalmau, Naval Nuclear Power Training Command, Charleston, S.C.

- **Commander, Naval Surface Forces 2010 Surface Warfare Officer (SWO) of the Year:**
  Winner: Lt. William C. Blodgett, USS ***Curtis Wilbur*** (DDG 54)

- **2010 Battle 'E' Winners:**
  CCSG 2: USS ***Vella Gulf*** (CG 72)
  CCSG 5: USS ***Shiloh*** (CG 67)
  CCSG 8: USS ***Hue City*** (CG 66)
  CCSG 11: USS ***Princeton*** (CG 59)
  CCSG 12: USS ***San Jacinto*** (CG 56)
  CDS 1: USS ***Stockdale*** (DDG 106)
  CDS 7: USS ***Preble*** (DDG 88)
  CDS 9: USS ***Rodney M. Davis*** (FFG 60)
  CDS 9: USS ***Sterett*** (DDG 104)
  CDS 14: USS ***Underwood*** (FFG 36)
  CDS 14: USS ***De Wert*** (FFG 45)
  CDS 14: USS ***Samuel B. Roberts*** (FFG 58)
  CDS 15: USS ***John S. McCain*** (DDG 56)
  CDS 15: USS ***Mustin*** (DDG 89)
  CDS 21: USS ***Kidd*** (DDG 100)
  CDS 23: USS ***Sampson*** (DDG 102)
  CDS 24: USS ***Roosevelt*** (DDG 80)
  CDS 26: USS ***Oscar Austin*** (DDG 79)
  CDS 26: USS ***Winston S. Churchill*** (DDG 81)
  CDS 28: USS ***Forrest Sherman*** (DDG 98)
  CDS 31: USS ***Crommelin*** (FFG 37)
  CNSG-MP: USS ***Chosin*** (CG 65)
  PCRON: PC ***Crew Golf***
  PCRON: PC ***Crew Kilo***
  PCRON: PC ***Crew Lima***
  COMCMRON 7: USS ***Patriot*** (MCM 7)
  COMCMRON 2: MCM ***Crew Fearless***
  COMCMRON 2: MCM ***Crew Dominant***
  CPR 3: USS ***Dubuque*** (LPD 8)
  CPR 8: USS ***Nassau*** (LHA 4)
  CPR 11: USS ***Tortuga*** (LSD 46)
  ESG 3: USS ***Bonhomme Richard*** (LHD 6)
  ESG 7: USS ***Blue Ridge*** (LCC 19)

CHANGES OF COMMAND

COMDESRON 7 / April
Capt. James Morgan relieved
Capt. Peter Driscoll

USS ***Underwood*** (FFG 36)
/ April
Cmdr. Peter Mirisola relieved
Cmdr. Craig Bowden

USS ***Oscar Austin*** (DDG 79)
/ April
Cmdr. Charlos Washington
relieved
Cmdr. Jeffrey Hoppe

USS ***Crommelin*** (FFG 37)
/ April
Cmdr. Michael Johns relieved
Cmdr. Joseph Keenan

USS ***Milius*** (DDG 69) / April
Cmdr. Nicholie Burkin
relieved
Cmdr. Trevor King

USS ***Ford*** (FFG 54) / April
Cmdr. Donald Foss relieved
Cmdr. Cord Luby

USS ***De Wert*** (FFG 45) / April
Cmdr. Vince Baker relieved
Cmdr. Sean McLaren

USS ***Rentz*** (FFG 46) / April
Cmdr. Michael Davis relieved
Cmdr. Jeffrey Miller

USS ***Russell*** (DDG 59) / April
Cmdr. Joseph Carrigan
relieved
Cmdr. Rodney Patton

Pre-Commissioning Unit
Spruance (DDG 111) / April
Cmdr. Tate Westbrook
assumed command.

USS ***Cape St. George*** (CG 71)
/ May
Capt. Donald Gabrielson
relieved
Capt. William Byrne

USS ***Bunker Hill*** (CG 52)
/ May
Capt. Michael Ford relieved
Capt. Dominic Descisciolo

USS ***Stethem*** (DDG 63) / May
Cmdr. Brent Devore relieved
Cmdr. Henry Adams

USS ***Benfold*** (DDG 65) / May
Cmdr. David Oden relieved
Cmdr. Kevin Brand

USS ***Nitze*** (DDG 94) / May
Cmdr. Christopher Nerad
relieved
Cmdr. Richard Brawley

USS ***Simpson*** (FFG 56) / May
Cmdr. Leonard Milliken
relieved
Cmdr. Jason Haen

USS ***Taylor*** (FFG 50) / May
Cmdr. Jeremy Hill relieved
Cmdr. Lyle Hall

USS ***Nicholas*** (FFG 47) / May
Cmdr. Stephen Fuller relieved
Cmdr. Mark Kesselring

USS ***Fort McHenry*** (LSD 43)
/ May
Cmdr. Ray Hartman relieved
Cmdr. Nathan Moyer

USS ***New Orleans*** (LPD 18)
/ May
Cmdr. Stephen Hayes relieved
Cmdr. Jeffrey Oakey

Pre-Commissioning Unit ***San
Diego*** (LPD 22) / May
Cmdr. Jon Haydel assumed
command.

USS ***Harpers Ferry*** (LSD 49)
/ May
Cmdr. Brian Delaney relieved
Cmdr. Michael Crary

COMPHIBRON 3 / June
Capt. Mark Sakaguchi relieves
Capt. Dale Fuller

COMDESRON 14 / June
Capt. Paul Flood relieves
Capt. Gary Haben

USS ***Shiloh*** (CG 67) / June
Capt. James Jones relieves
Capt. Matthew Loughlin

USS ***Vicksburg*** (CG 69) / June
Capt. Logan Jones relieves
Capt. Timothy Mahan

USS ***Kidd*** (DDG 100) / June
Cmdr. Jennifer Ellinger
relieves
Cmdr. Paul Bieraugel

USS ***Roosevelt*** (DDG 80)
/ June
Cmdr. Robert Thompson
relieves
Cmdr. Robert Chadwick

USS ***Ross*** (DDG 71) / June
Cmdr. David Wickersham
relieves
Cmdr. Doyle Hodges

USS ***Barry*** (DDG 52) / June
Cmdr. Kevin Byrne relieves
Cmdr. Adolfo Ibarra

USS ***James E. Williams***
(DDG 95) / June
Cmdr. Christopher Senenko
relieves
Cmdr. Anthony Linardi

USS ***Shoup*** (DDG 86) / June
Cmdr. Matthew Roberts
relieves
Cmdr. Joe Nadeau

USS ***Ingraham*** (FFG 61) / June
Cmdr. Kristin Stengel relieves
Cmdr. Adam Welter

USS ***Jason Dunham*** (DDG 109)
/ June
Cmdr. David Bretz relieves
Cmdr. Scott Sciretta

List of all O-3/O-4 Commands

PC Crew ***Alpha***	Lt. Cmdr. Phil Knight
PC Crew ***Bravo***	Lt. Brian Luebbert
PC Crew ***Charlie***	Lt. Cmdr. John Lucas
PC Crew ***Delta***	Lt. Cmdr. Donovan Rivera
PC Crew ***Echo***	Lt. Cmdr. Matthew Foster
PC Crew ***Foxtrot***	Lt. Cmdr. Daniel Reiher
PC Crew ***Golf***	Lt. Cmdr. Marcus Devine
PC Crew ***Hotel***	Lt. Cmdr. Rob McFarlin
PC Crew ***India***	Lt. Cmdr. Nate Diaz
PC Crew ***Juliet***	Lt. Kevin Ducharme
PC Crew ***Kilo***	Lt. Cmdr. Benjamin Ventresca
PC Crew ***Lima***	Lt. Cmdr. Edward Bertucci
PC Crew ***Mike***	Lt. Cmdr. Steven Schmidt
MCM Crew ***Bulwark***	Lt. Cmdr. Robert Sparling
MCM Crew ***Conflict***	Lt. Cmdr. Courtney Minetree
MCM Crew ***Constant***	Lt. Cmdr. David Taft
MCM Crew ***Dominant***	Lt. Cmdr. Gerald Lorio
MCM Crew ***Exultant***	Lt. Cmdr. Edward Pledger
MCM Crew ***Fearless***	Lt. Cmdr. Martin Holguin
MCM Crew ***Leader***	Lt. Cmdr. Morgan Roberts
MCM Crew ***Persistent***	Lt. Cmdr. Vic Sheldon
MCM Crew ***Reaper***	Lt. Cmdr. Wayne Liebold
MCM Crew ***Swerve***	Lt. Cmdr. Andrew Bucher
USS ***Avenger*** (MCM 1)	Lt. Cmdr. Patrick German
USS ***Defender*** (MCM 2)	Lt. Cmdr. Todd Levant
USS ***Guardian*** (MCM 5)	Lt. Cmdr. Ken Brown
USS ***Patriot*** (MCM 7)	Lt. Suzanne Schang

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